



LET'S MOVE YK!
YELLOWKNIFE TRANSPORTATION PLAN



INTERIM REPORT #3

Transportation Possibilities

July 2026



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1.0 INTRODUCTION



The City of Yellowknife acknowledges that we are located in Chief Drygeese territory. From time immemorial, it has been the traditional land of the Yellowknives Dene First Nation. We respect the histories, languages, and cultures of all other Indigenous Peoples including the North Slave Métis, and all First Nations, Métis, and Inuit whose presence continues to enrich our vibrant community

As the Northwest Territories' capital and home to approximately half of the territorial population, Yellowknife plays an important economic, cultural, and administrative role and is a critical transportation hub in Canada's North.

Yellowknife is a gateway city to the Northwest Territories, with the airport as the main hub connecting remote communities across Canada's North with major Canadian cities, Highway 3 as a key transportation corridor for goods and people, and winter ice roads on Great Slave Lake that connect to nearby communities and resource sites.

The City's Council Strategic Directions 2023-2026 identifies a vision that Yellowknife is a welcoming, inclusive and prosperous community with a strong sense of pride in our unique history, culture and natural beauty and role as the capital city and gateway to the Northwest Territories.

The City has many transportation related-plans, policies and bylaw over in recent years, including the Integrated Parks, Trails, and Open Space Development Study (2005), Bicycle Routing Study (2008), Accessibility Audit Report and Implementation Strategy (2017), Trail Enhancement and Connectivity Strategy Report (2018), Wayfinding Strategy and Implementation Plan (2019), YK Public Transit Review (2020), Yellowknife Old Town Emergency Circulation Review and Parking Study (2021), and ongoing Development and Design Standards.

The City is currently undergoing a Community Plan Comprehensive Update – **Let's Talk YK 2050** - to guide long-term growth and development. Building on this momentum, the City is also developing this Transportation Plan – which we're calling **Let's Move YK** – to help shape the future of transportation in Yellowknife. While the Community Plan update will establish broader high-level goals for growth, land use, housing, and transportation, Let's Move YK will build on it providing detailed strategies, actions, and priorities for transportation.



WHAT IS LET'S MOVE YK?

Yellowknife is always moving through our seasons, across our neighbourhoods, and toward our future. That's why the City has launched **Let's Move YK**.

The name reflects exactly what this plan is meant to do:

Let's

is an invitation. This is a project for everyone, built together by residents, Indigenous governments, community partners, and the City.

Move

captures both the literal ways we travel and the progress we want to make as a community. It is action-oriented, a rallying call for change. It sets the standards and guidance that will shape safer, more inclusive, and connected transportation for everyone.

YK

grounds the plan in our northern reality: our geography, climate, and way of life.

LET'S MOVE!

YK



Let's Move YK will bring together past studies, strategies, and policies with new ideas and standards, creating a single, unified roadmap for Yellowknife's transportation network. This plan will help the City move forward with investments in transportation projects for all modes of travel over the next 25 years.

Its purpose is to make travel safer, more welcoming, and inclusive for all residents, whether they walk, cycle, drive, or take transit. The plan will help guide the City towards its vision of being a welcoming, inclusive, and prosperous community and is a crucial step towards creating a transportation network that serves community members of all ages and abilities and will align with the Community Plan Comprehensive Update.

PLAN PROCESS

The Transportation Plan is being developed through a four-phase process over a year-long process, as shown in **Figure 1**. The planning process provides a variety of opportunities for community members to share their perspectives and help shape the plan.

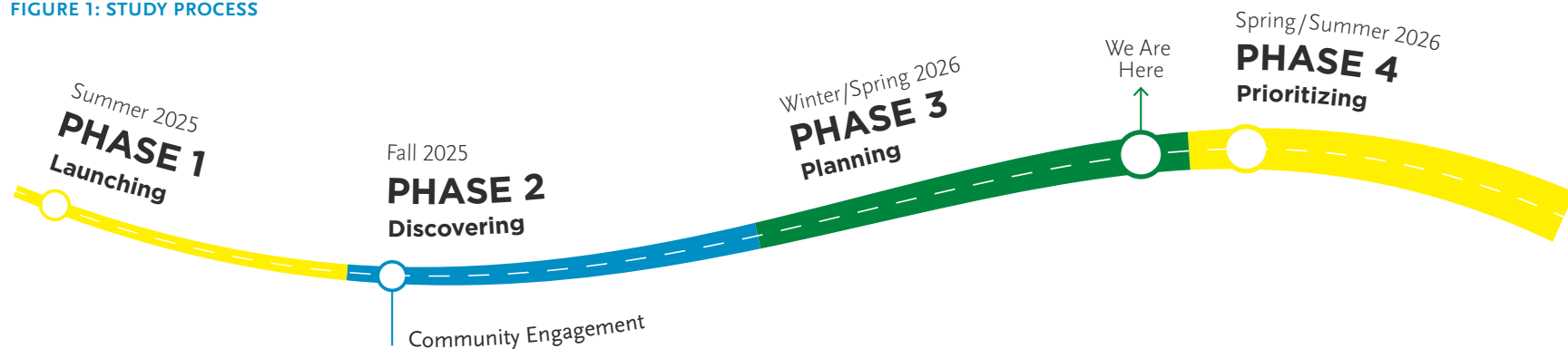
Phase 1: Launching involved initiating the project and collecting and reviewing background data and information.

Phase 2: Discovering involved developing a detailed understanding of existing conditions for transportation in Yellowknife.

Phase 3: Planning involved developing a vision and goals for the future of transportation in Yellowknife along with actions for each mode of transportation.

Phase 4: Prioritizing will involve developing an implementation plan and identifying priorities over the short-, medium-, and long-term.

FIGURE 1: STUDY PROCESS



The City is currently in Phase 3 of the planning process. This report summarizes the draft long-term transportation plan and outlines a proposed vision and goals for transportation along with strategies, actions, and network improvements to achieve the vision, goals, and objectives.



Stay Involved!

Complete the community survey or drop a pin on the interactive map by October 3

Our first round of community consultation is complete. Tell us what you think about the proposed changes and share your ideas with us. We'll use your feedback to help us make the plan better. You can also share your ideas with us on the interactive map.

Win a \$100 gift card or one of three \$20 gift cards!

Complete the Household Travel Survey by October 31

Share your travel habits and help us understand how we can make the plan better. We'll use your feedback to help us make the plan better. You can also share your ideas with us on the interactive map.

Win a \$100 gift card or one of three \$20 gift cards!

What's next?

We are in Phase 2 - Discovering of Let's Move YK.

PHASE 1: Planning

PHASE 2: Discovering

PHASE 3: Planning

The feedback you provide in Phase 2 will be used to help identify and prioritize recommendations for the Transportation Plan. It will be used along with technical analysis, best practices research, safety analysis, and accessible budgeting. There will be more opportunities to share your thoughts in Phase 3 - Planning. Stay tuned, keep an eye on the project website for more information!

REPORT OVERVIEW

This is the third in a series of Interim Reports prepared as part of the Transportation Plan process and outlines the potential long-term directions for the Yellowknife Transportation Plan. The transportation possibilities included in this report were identified based on a review of the City's existing policy context, the findings from community engagement, and a best practice review, and will serve as an input to the final Yellowknife Transportation Plan.

This report includes the following sections:

Section 1: **Introduction** provides an overview of the plan, including background, plan process, and structure of this report.

Section 2: **Visioning Direction** summarizes the City's policy context and community priorities from the community engagement, and outlines a proposed vision and supporting goals.

Section 3: **Draft Long-Term Transportation Plan** summarizes the proposed strategies and actions for each of the five themes of the Transportation Plan, as follows:

- **Streets** summarizes the proposed strategies, actions, network maps, and infrastructure improvements for the City's multi-modal street network.
- **Active Transportation** summarizes the proposed strategies, actions, network maps, and infrastructure improvements for active transportation, including walking, cycling, and other forms of micromobility.
- **Transit** summarizes the proposed strategies, actions, network maps, and infrastructure improvements to support transit use in Yellowknife.
- **Sustainable Commuting & Technology** summarizes the proposed strategies and actions to manage travel demand and encourage more sustainable commuting choices.
- **Culture** summarizes the proposed strategies and actions to create a culture that supports sustainable transportation in Yellowknife.

Section 4: **Closing and Next Steps** provides a summary of the key findings of this report along with next steps for subsequent phases of the process.

Appendix A

summarizes the actions that were initially identified but have not been recommended for inclusion in the final plan.

Appendix B

provides a glossary of key terms used throughout this report.

2.0 VISIONING DIRECTION



A person in a blue shirt and black shorts is running away from the camera on a wide, light-colored gravel path. The path is flanked by dense evergreen trees on the left and a mix of evergreens and deciduous trees on the right. In the background, a large, dark rock formation is visible. The sky is a soft, hazy orange, indicating sunset, with the sun visible as a bright orb on the right side of the frame.

This section outlines future directions for the Yellowknife Transportation Plan based on a review of the City's existing policies; feedback received from community engagement; and learnings from the best practices review and jurisdictional scan. The future directions outlined in this section include an overarching vision statement and goals that will help shape the overall direction for the Plan and serve as the basis from which improvement opportunities and investments are identified and prioritized.

Community engagement included a community survey, youth survey, interactive mapping tool, household travel survey, pop-up events, and targeted interest group meetings. This provided the foundation for the future directions, including identifying community priorities for transportation and transportation barriers and opportunities. A detailed summary of community engagement can be found in the **What We Heard Report**.

POLICY CONTEXT

The future directions for the Yellowknife Transportation Plan are based on guidance from the City's existing policy documents, best practices and emerging trends from communities across Canada and internationally, as well as feedback from community engagement. A detailed summary of existing conditions and best practices are provided in **Interim Report #1 Transportation in Yellowknife Today** and **Interim Report #2 Best Practices and Emerging Trends**.

There are several overarching plans and policies that will shape the Transportation Plan. The City's Community Plan (2019) provides guidance for the City's growth and development and includes policies related to transportation. The Community Plan (2019) recognizes the strong relationship between land use and transportation, and notes that the City is committed to a transportation system that is safe, efficient, and accessible for all modes. The Community Plan (2019) also states that the City's overall General Development Goals support shifting trips from private motorized vehicles to walking, cycling, and public transit by prioritizing compact urban growth and encouraging mixed-use development.

The City's **Draft Community Plan Update** includes the following community vision:

In 2050, Yellowknife is a **healthy, multicultural, and resilient** city that honours its **unique identity** while embracing **innovation and change**. Our community is **inclusive** and **caring** of the needs and values of all residents. We **honour, recognize, and respect the rights of Indigenous peoples** in this region.

Our growth is **smart and sustainable**, thoughtfully balancing community revitalization, intensification and growth with the preservation of the cherished landscapes, pristine lakeshores, and our built environment that together define our city's **unique Northern character**.

A wide network of trails **connects** our neighbourhoods and residents to the outdoors, and encourages a **culture of active living**. A deep appreciation for our natural environment is a shared practice.

A **revitalized, safe, and welcoming** downtown serves as the heart of our community. It is a **place for everyone**, bustling with local businesses, cultural activities, and animated public life.



As a leader in **climate resilience**, our city has embraced **innovative** and environmentally-responsible planning to build a **healthy** and **self-sufficient future**, where climate-readiness and a long-term commitment to mitigation guide every decision the City makes.

A range of **affordable** and **attainable** housing, **accessible** recreation opportunities, and a **vibrant** cultural scene attract and retain people of all ages. Our city is a place where **everyone belongs**, with a rich tapestry of **artistic**, **active**, and economic opportunities that honour its **multicultural fabric** and provide a **high quality of life** for all.

The Draft **Community Plan Update** includes a series of goals for Moving Around YK, including:

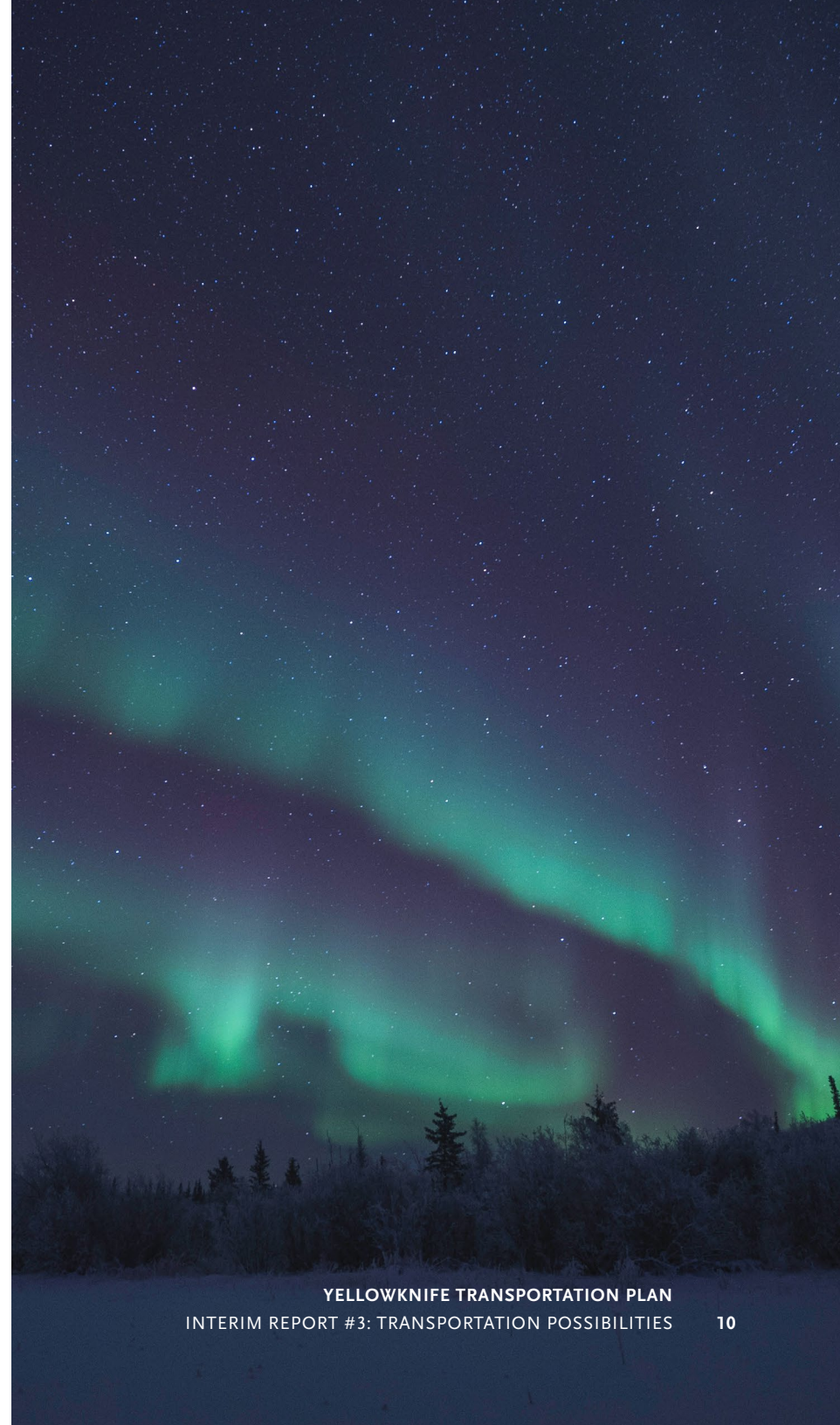
- **Ease of mobility across city**, particularly to and from downtown area, is **maintained**,
- Accessible and expanded public transit connects residents to services, neighbourhoods, and community amenities across the city.
- Active transportation infrastructure is **well-connected**, **safe**, and **usable year-round** for walking, cycling, and non-motorized mobility.
- A **connected**, **extended** trail network **links all neighbourhoods** to each other and to Yellowknife's significant **green** and **blue gems**.
- Street design prioritizes **safety** and **accessibility** for **pedestrians** and **cyclists**

The City adopted a Climate Action Plan in February 2026. The Climate Action Plan is comprised of six themes:

- Sustainable Transportation;
- Waste Management;
- Resilient and Efficient Buildings and Infrastructure;
- Responsible Land-Use and Planning;
- Governance and Accountability; and
- Community Preparedness and Emergency Response

Each theme is supported by goals to strive for, strategies to mitigate or adapt to climate change, and specific actions the city can take.

The Transportation Plan is being developed in parallel with the Climate Action Plan and the Community Plan Comprehensive Update to ensure that each of these plans align with each other and support each other's recommendations.



COMMUNITY PRIORITIES

Among other things, the Community Survey conducted during community engagement asked respondents to identify which transportation outcomes were most important, and which aspects of the City's transportation system should be considered the highest priorities. These two components of the Community Survey are highlighted in this section as these specific questions helped to identify priorities and shape the overall vision and goals. A detailed summary of the first round of engagement, including a comprehensive summary of all results, can be found in the **What We Heard Report**.

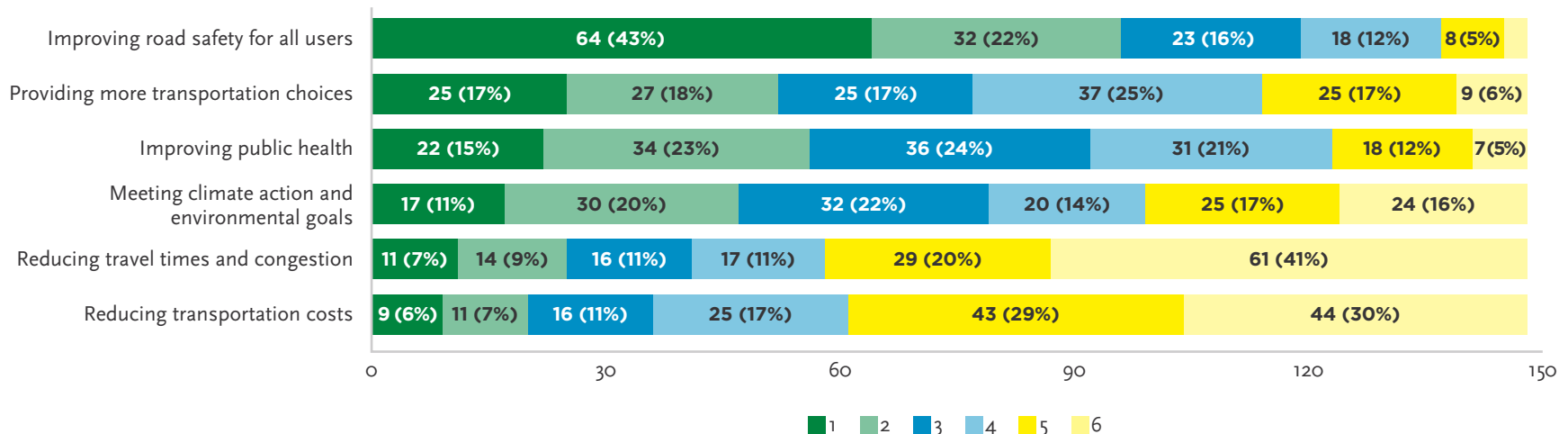
As part of the Community Survey, survey respondents were asked to rank what transportation outcomes were most important to them from a list of six outcomes. As shown below, **improving road safety** was ranked as the most important outcome, followed by **improving public health**, **providing more transportation choices**, and **meeting climate action and environmental goals**. Reducing transportation costs and reducing travel times and congestions were the lowest ranked outcomes.

Transportation Priorities

Question 2: Which of the following transportation outcomes are most important to you? (n=148)

Rank these in order of priority from 1 (most important) to 6 (least important)

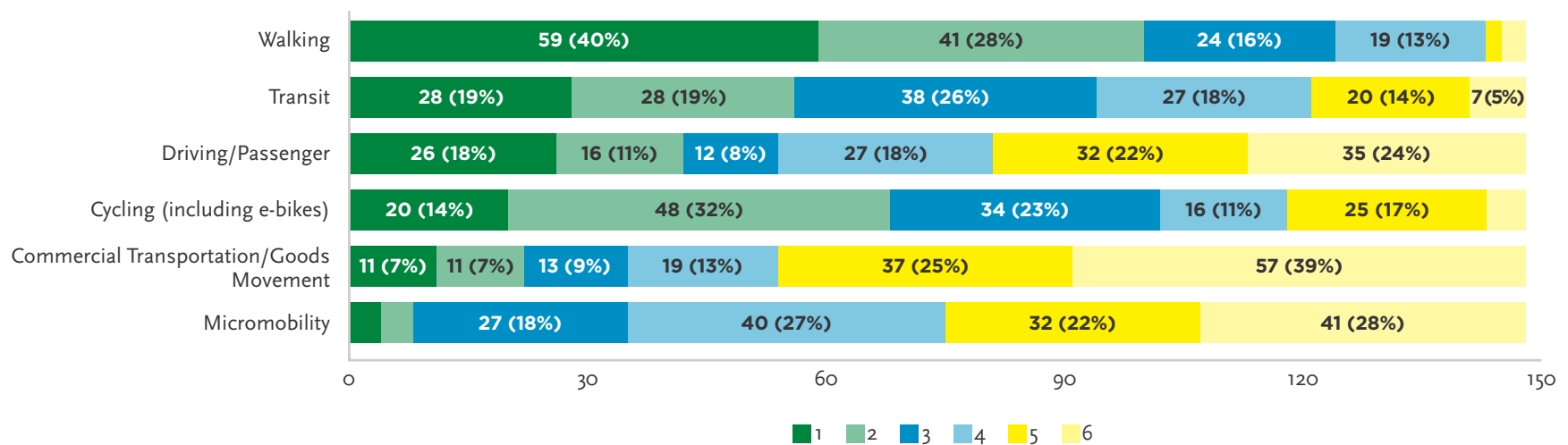
When asked to rank six different transportation outcomes, respondents ranked **"Improving road safety for all users"** as their most important outcome, with almost two-thirds of respondents (65%) ranking it as their first or second choice. **"Improving public health"** was the second-highest ranked outcome, followed by **"Providing more transportation choices."**



Survey respondents were also asked what aspects of Yellowknife's transportation system should be considered the highest priority. As shown below, walking, cycling, and transit were ranked as the highest priorities, followed by driving or passengers, micromobility devices, and commercial transportation / goods movement.

Question 3: What aspects of Yellowknife's transportation system should be considered the highest priority? (n=148)

Rank these in order of priority from 1 (most important) to 6 (least important)



On average, survey respondents indicated that walking (including traveling by wheelchair, motorized scooter, or assistive device) should be considered the highest priority for Yellowknife's transportation system. Over two-thirds of respondents (68%) ranked **"Walking"** as their first or second option. The next-highest ranked option was **"Cycling"** followed by **"Transit."**

VISION (THE DESTINATION)

The City's vision for transportation system in the year 2050 is:

*Yellowknife is a **vibrant, healthy, and resilient** northern community where everyone can get where they need to go **safely, reliably, and independently** in all seasons supported by transportation infrastructure that **connects all neighbourhoods** and reflects our **geography, climate, and way of life**.*



GOALS (THE OUTCOMES)

The proposed vision is supported by eight goals that will further guide the direction of the Yellowknife Transportation Plan.

Transportation Choices

Provide people with comfortable, convenient, and reliable transportation choices through all our seasons

Safe Mobility

Improve people's safety and work to eliminate serious injuries and fatalities from our transportation system

Equitable Access

Ensure that people of all ages, abilities, backgrounds, and identities can access all modes of transportation

Connected Network

Provide seamless connections for all modes transportation so people can travel to services, neighbourhoods, and community amenities across the city

Environmentally Sustainable

Reduce our transportation-related emissions according to the targets set under the Climate Action Plan 2026-2036

Healthy Community

Improve our health and wellbeing

Resilient Transportation System

Ensure that people can get to their destinations in a consistent, predictable, and reliable manner

Thriving Economy

Ensure the efficient movement of people and goods to support the local and regional economy

3.0 LONG-TERM TRANSPORTATION PLAN





THEME 1: STREETS

Background

The City's street network includes an established road network anchored around highways and major roads such as Highway 3, Old Airport Road, 50th Avenue, Kam Lake Road, and 48 Street. The road network also includes several major intersections, including approximately 20 signalized intersections. The City's street network supports all modes of transportation, including walking, cycling, and transit.

While the street network supports all modes, the primary focus of this theme is on driving and how the street network can support all modes. Detailed strategies and actions specifically for walking, cycling, and transit are found in subsequent themes. Travel by private vehicle is the dominant mode of transportation in Yellowknife today. The Household Travel Survey found that approximately 62,200 trips are made by Yellowknife residents by all modes every day, or approximately 3 trips per day per resident (or 7.4 trips per day per household).

Private vehicles account for approximately two-thirds (68%) of all daily trips city-wide, including 53% of trips made by automobile drivers and 15% as automobile passengers. The vehicle mode share varies significantly throughout the City, with vehicles accounting for only 40% of all trips made by downtown residents (including 28% driving and 12% passenger trips), compared to 81% of all trips made by Range Lake and Frame Lake South residents (including 63% driving and 18% passenger trips). These vehicle trips result in approximately 104,700 vehicle kilometres travelled per day. Vehicle trips carry an average of 1.4 people per vehicle, with 71% of all vehicle trips being single-occupant vehicle (SOV) trips, with an additional 20% of vehicle trips having two occupants (one driver and one passenger).

Driving mode shares predominate for age cohorts from 25 onwards, peaking at 67% of all trips for the 45-54 cohort. This is commensurate with people joining the workforce, and, for many, starting families. In contrast, vehicle passenger mode shares are highest among children below the driving age, at 64% for those 5-9 years, 41% for those 10 to 14, and 35% for those 15 to 19. Auto passenger mode shares are also higher for those 75+ years, at 17% of trips made by this cohort.

Most vehicle trips are made during short concentrated periods during the morning and afternoon peak periods. The morning peak period generally runs from 7:30 – 8:30 am and accommodates approximately 5,600 auto driver trips, while the afternoon peak period generally runs from 4:30 – 5:30 pm and accommodates approximately 5,300 auto driver trips.

Residents living downtown and in smaller households are also less likely to own an automobile. For example, while 88% of all households in Yellowknife have at least one vehicle, only 67% of households downtown have at least one vehicle, compared to 95% of households in Range Lake and Frame Lake South. Similarly, only 63% of households with one person have at least one vehicle per household, compared to over 95% of households with 2-4 people per household. Across all household sizes, residents have 1.64 vehicles per household.

89% of the population aged 17 and over has a valid driver's licence. There is a notable difference between the proportion of women+ with driver licence and men+ with driver licence.

Of the private vehicles in Yellowknife, the vast majority are conventional vehicles, with 96% fuelled by petrol or diesel. Less than 4% of vehicles are electrified, including 1.8% hybrid, 1.0% plug-in hybrid, and 0.5% fully electric vehicles.



STRATEGIES AND ACTIONS

The plan includes **eight overarching strategies** for the **street network**.

STRATEGY 1.1: Adopt and Implement a Multi-modal Street Network Classification and Standards

STRATEGY 1.2: Street Network Improvements

STRATEGY 1.3: Improve Safety and Accessibility at Intersections and Crossings

STRATEGY 1.4: Design for Safe Speeds

STRATEGY 1.5: Maintain Roadways in a State of Good Repair

STRATEGY 1.6: Plan for Emergencies and Resilience

STRATEGY 1.7: Move Goods and Hazardous Materials Efficiently

STRATEGY 1.8: Coordinate Highway Improvements With the GNWT

This section summarizes actions to improve streets in Yellowknife as it relates to each of these eight strategies.



STRATEGY 1.1: Adopt and Implement a Multi-modal Street Network Classification and Standards

Streets are multi-functional spaces that serve many users and different modes of transportation. The City's existing street network is divided into a street network classification hierarchy based on role, function, and typical characteristics of each roadway. Street network classifications typically include various types of arterial, collector, and local streets, as well as highways under the jurisdiction of the Government of the Northwest Territories (GNWT). Developing an updated street network classification through a lens of multi-modal transportation can set the directions and requirements of future road projects as well as existing roads retrofitting works. A street classification system also guides many of the City's other activities, such as street maintenance, and provides guidance to developers on the design of new roadways.

The City currently does not have a formalized street network classification. The City's Development & Design Standards guide how growth and development occur in an organized and coordinated manner, while maintaining and enhancing quality of life. By establishing requirements for transportation infrastructure at the development stage, the Standards ensure that facilities are delivered proactively rather than retrofitted later.

Integrating the multi-modal street network classification into the Development & Design Standards will align these requirements with each street's intended function and modal priorities. This ensures that new developments provide the appropriate infrastructure for all users based on the role of the street within the network.

Two actions have been developed under the strategy **adopt and implement a multi-modal street network classification and standards** as summarized below.

Action 1.1A:

Adopt a multi-modal street network classification and incorporate this classification in the Development & Design Standards

Streets should be planned, designed, operated, and maintained to enable accessible, comfortable, convenient, and safe access and mobility for all users, regardless of their selected mode of travel. This means accommodating various functions within the road allowance. Streets are dynamic spaces that typically serve two overarching functions of **mobility** and **access**. In addition, streets can also have functions for activation, greening, and storage. The potential functions of streets are summarized below. The specific priorities of each of these functions will vary based on the street classification.

- **Movement:** Streets facilitate the movement of people and goods within and through their community on foot, on wheels, via public transit, or by vehicle. Movement can be further categorized based on whether this prioritizes movement of people or goods, as follows:
 - » **Movement of People:** Streets enable people to travel to their desired destination, including trips within a community or between communities, by walking, rolling, cycling, taking transit, ridesharing, driving, and any combination.
 - » **Movement of Goods:** Streets support the reliable movement of goods and services to serve the local economy and beyond.
- **Access:** Streets enable people to access places to meet their daily needs, such as, working, learning, playing, and shopping. Access can be further categorized based on whether this prioritizes access for people or goods, as follows:
 - » **Access for People:** Streets facilitate people's arrival to their destination or transfer point between modes. Access for people includes bus stops, bicycle parking, passenger loading zones, and driveways.
 - » **Access for Goods:** Streets facilitate the exchange of goods and services between buyers and sellers by providing the infrastructure and interfacing between the street, building, and commercial or business activity, including but not limited to sidewalk, storefront, display, driveway, and loading facilities.

- **Other Functions:** Streets can also have other primary or secondary functions, including:
 - » **Activation:** Streets can provide social spaces for people to inhabit and enjoy, and contribute to a community's vibrancy, safety, and sense of place. Street activation includes plazas and parklets, outdoor patios, public art, wayfinding and special street name signage, and street furniture.
 - » **Greening:** Streets can incorporate landscaping and sustainable features within streetscape design to mimic natural systems found in nature and contributes to aesthetics, comfort, and enjoyment of moving through or being on the street.
 - » **Storage:** Streets can provide parking for cars, commercial vehicles, bicycles, scooters, and other emerging technologies, as well as receptacles (i.e. recycling and garbage) to support people's use of the street.
 - » **Emergency Access and Response:** Streets play a critical role in supporting emergency services and evacuation, facilitating safe and efficient access for fire, police, and emergency medical services in addition to emergency preparedness and evacuation,

The proposed street classification network in the Yellowknife Transportation Plan is shown in **Map 1** and includes the following classifications:

- **Highways** are roadways that are owned and operated by the Government of the Northwest Territories (GNWT) and accommodate regional and territorial through traffic for moving people and goods. Intersections are widely spaced and posted speeds are typically higher than other municipal roadways.
- **Arterial Streets** are higher-order municipal streets that provide continuous, longer-distance travel across the City and carry large traffic volumes, support goods movement, and typically have limited access points to preserve mobility. They form the primary framework of the road network and serve as the main corridors for all modes of transportation. Two types of arterial street classifications are proposed:
 - » **Major Arterial Streets**, typically have four motor vehicle lanes and pass through major existing or planned commercial areas; and

» **Minor Arterial Streets**, typically have two motor vehicle lanes.

- **Collector Streets** provide intermediate connections between local streets and arterial streets. Their role is to collect traffic from neighbourhoods and distribute it to the arterial street network while also providing access to community destinations such as schools, parks, and small commercial nodes. Collector streets carry moderate traffic volumes and have a balance between mobility and property access. They often form the internal spine of neighbourhoods and provide important transit and cycling connections.
- **Local Streets** provide direct access to homes, businesses, and community services within a neighbourhood. These streets serve short, low-volume trips and prioritize livability, pedestrian comfort, and access over mobility. Local streets feed into the collector system and generally feature shorter block lengths, lower design speeds, and more frequent property access points. Two types of local street classifications are proposed:
 - » **Local Streets** are located on typical residential streets with a 20 metre right-of-way; and
 - » **Narrow Local Streets**, which are located in residential streets with a right-of-way of less than 20 metres.
- **Industrial Streets** support goods movement and people accessing industrial areas throughout the City.
- **Lanes** provide local connections to access properties.

Map 1 shows the street network classification that has been developed to reflect network connectivity, current and anticipated travel demands, and to provide guidance for multi-modal infrastructure. Lanes are not shown on the map due to map scale and level of detail. A street's classification should consider all road users including pedestrians, cyclists, buses, private vehicles, and commercial vehicles.

The City should formally adopt this multi-modal street network classification and incorporate it into the Development & Design Standards. This will ensure that future growth and development is coordinated, supports multi-modal transportation, and delivers appropriate infrastructure aligning with the street network context upfront, avoiding the need for retrofits.

Action 1.1B:

Develop updated multi-modal street cross-sections based on the street network classification in the Development & Design Standards

The City has adopted standard cross-section drawings for various road classifications in its Development & Design Standards for the following types of streets. These standard drawings provide space for all roadway users and include medians, boulevards, and other features of complete streets, as summarized below:

- **Typical Street** applies to typical local and collector streets with a 20 metre right-of-way and 11 metre roadway width, including two 3.3 metre motor vehicle lanes and two 2.5 metre on-street parking lanes, as well as 1.5 metre monolithic sidewalk or multi-use pathways (without boulevard between sidewalk and the road) on both sides of the street and 2.6 metre setback to property line;
- **Commercial Street** applies to commercial and arterial streets in commercial areas with a 20-metre right-of-way and 14-metre roadway width, including two 4.0 metre motor vehicle lanes and two 3.0 metre on-street parking lanes, as well as 1.8 metre monolithic sidewalks or multi-use pathways (without boulevard between sidewalk and the road) on both sides of the street;
- **Industrial Street** applies to commercial and arterial streets in industrial areas with a 20-metre right-of-way and 11-metre roadway width, including two 5.5 metre motor vehicle lanes (including unspecified provision of on-street parking) and no pedestrian facilities;
- **Arterial Street** applies to four-lane divided streets with a 30 metre right-of-way and 14 metre roadway width, including four 3.75 metre motor vehicle lanes, one 3.5-metre turn lane in each direction and 1.5 metre centre median, and 1.5 metre sidewalk on one side with and 3.0 metre multi-use pathway on the other side, both of which include landscaped boulevard.

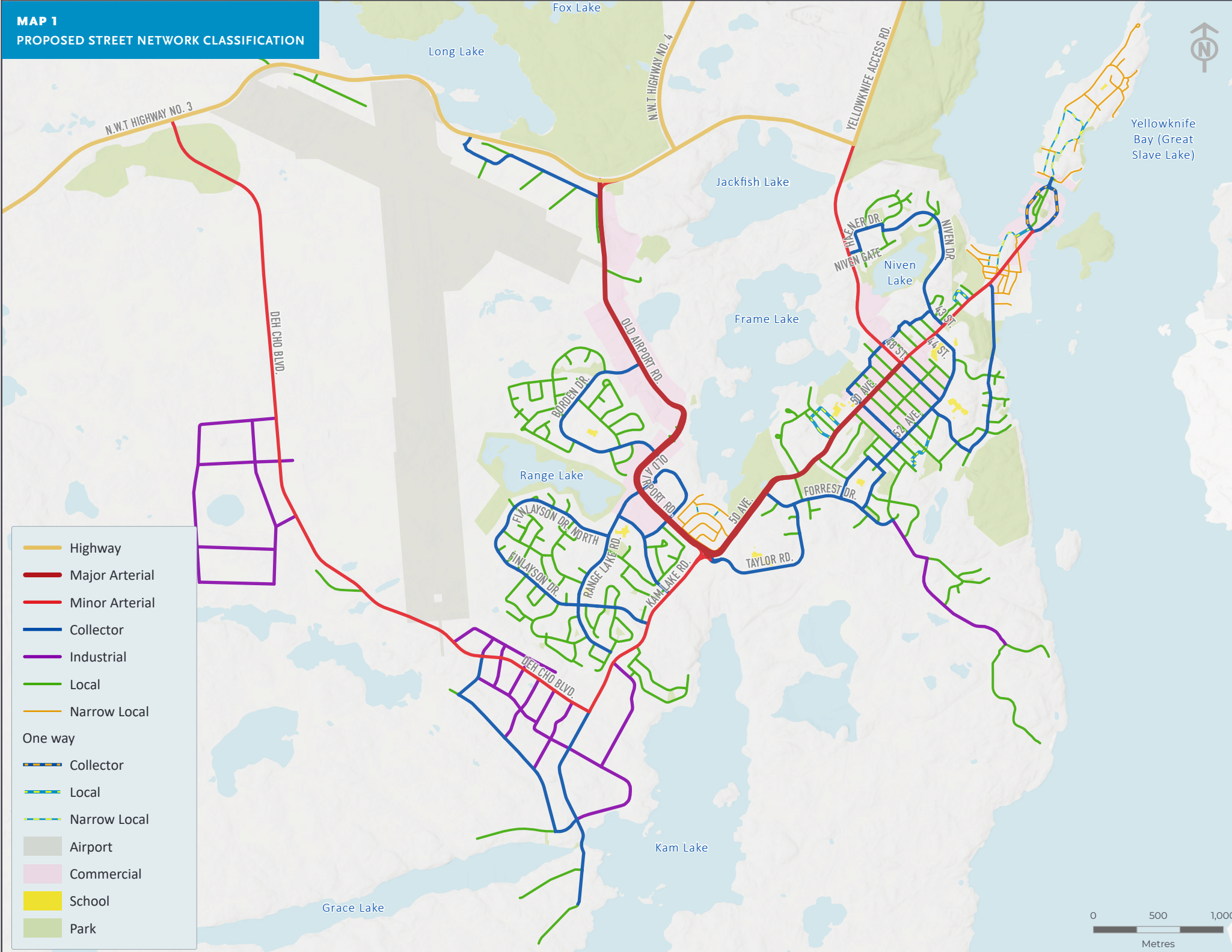
Building on the updated street network classification, the City should update standard cross-sections to reflect Complete Streets principles and adopt them in the Development & Design Standards.

Key updates should include:

- Requiring sidewalks and/or multi-use pathways on both sides of all streets, except industrial streets that do not have transit service;
- Requiring sidewalks be at least 2 metres wide for all street classifications and that a landscaped boulevard be provided between the sidewalk and the street where possible;
- Including All Ages and Abilities bicycle infrastructure in cross-sections; and
- Establishing consistent lane widths for motor vehicle lanes and on-street parking lanes, recognizing there is currently significant variability in the existing cross-sections based on street classifications



MAP 1
PROPOSED STREET NETWORK CLASSIFICATION



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STRATEGY 1.2: Street Network Improvements

Street network improvements will be coordinated with land use planning, infrastructure and development, and will be guided by Complete Streets principles to create a safe, accessible, and resilient transportation system for pedestrians, cyclists, transit users, and vehicles.

Five actions have been developed under the strategy [street network improvements](#) as summarized below.

Action 1.2A:

Implement upgrades to major streets

The City should implement major street improvements, including geometric upgrades, and corridor enhancements to address growth and development over the long-term, as well as to address capacity constraints and improve safety. Improvements will be coordinated with land use planning in addition to infrastructure and development projects.

There are opportunities within the existing road network to better support active transportation. In many areas, the City does not fully utilize the available road right-of-way and portions of public land have been informally encroached upon or used by residents over time. Reclaiming and reallocating this space presents a key opportunity to introduce or expand active transportation infrastructure as part of future road upgrades and implementation efforts.

Action 1.2B:

Implement new street network connections

As identified in the Community Plan, several areas around Frame Lake and Taylor Road are planned for future growth and redevelopment. **Map 2** shows potential new street connections to improve connectivity, support planned development, and enhance access for all transportation modes. New streets will be designed to align with Complete Streets principles.

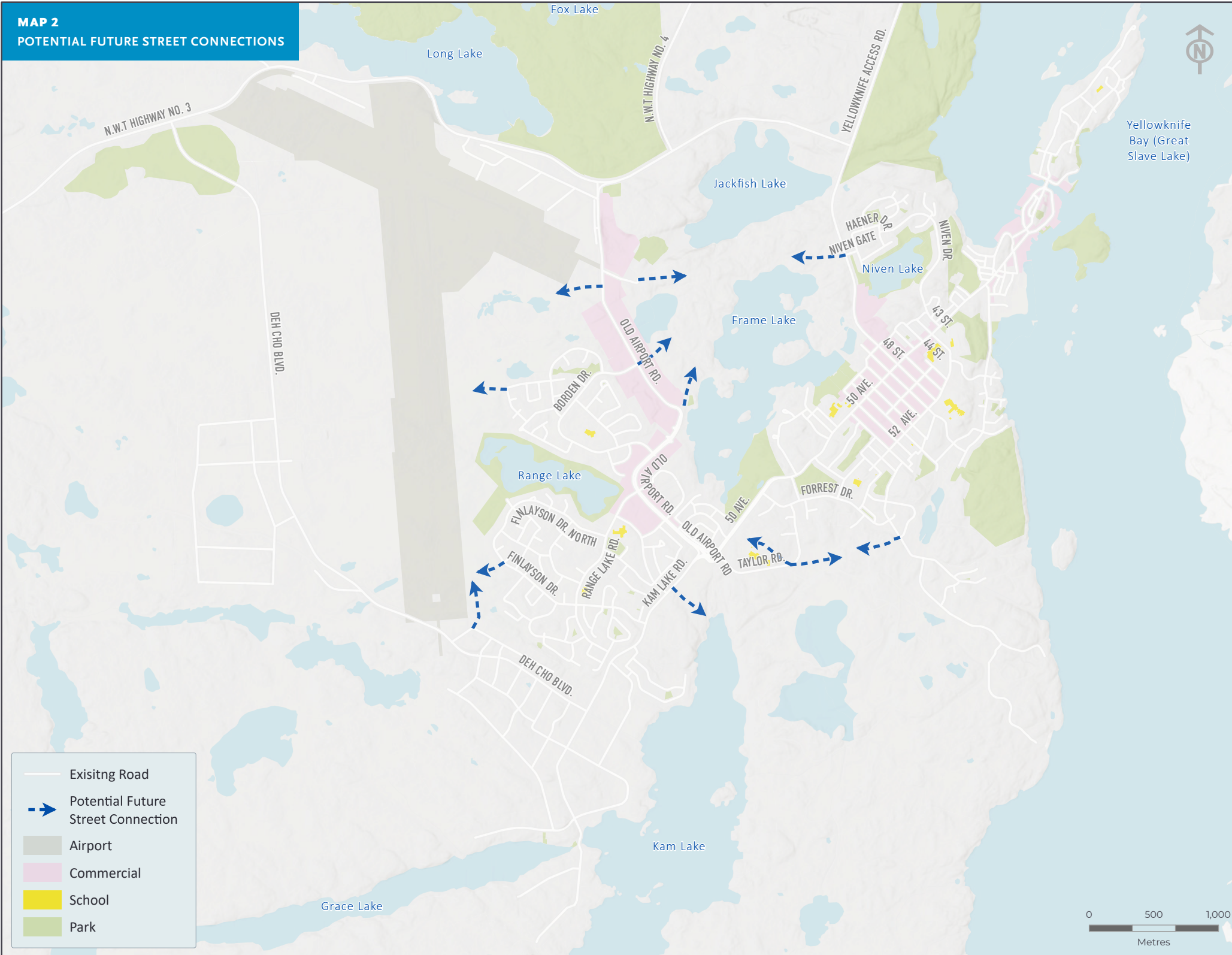
Action 1.2C:

Implement traffic light management objectives and policy

The City should adopt and follow the traffic light management policy and objectives to guide the planning, design, timing, coordination, and operation of traffic signals in the city. Traffic light management objectives in the policy should include elements such as accessibility and safety and provide direction on items such as pedestrian crossing times and coordination with nearby intersections. This policy should be reviewed and updated over time to reflect changes in development and emerging technologies.



MAP 2
POTENTIAL FUTURE STREET CONNECTIONS



Action 1.2D:

Minimize access points from arterial roads on new developments

The City should develop a formal decision-making framework to consistently identify and prioritize access management treatments along arterial roads. This includes arterial corridors downtown, where access to laneways and alleyways can create congestion and higher-risk turning movements due to the absence of dedicated turning lanes. Access management treatments may range from time-based turn restrictions to full access closures and rerouting to signalized intersections. Restricting left turns or cross-traffic movements can reduce conflicts where vehicles would otherwise cross multiple traffic lanes.

The access management decision-making framework could involve the following steps:

- Defining the corridor's function and context by using the street network classification to determine the corridor's role in the transportation network while also considering surrounding land use and multi-modal transportation activity
- Assess the corridor's existing condition by reviewing collision data, traffic volumes, frequency and spacing of access points, and multi-modal activity such as walking, cycling, and transit which may increase conflict exposure
- Identify locations where access management measures are needed based on safety, operational, and access-related issues while prioritizing locations
- Identify and apply decision criteria to prioritized improvements
- Select appropriate access management treatment

These treatments should be applied to road upgrades, Complete Street projects, and corridors with high multi-modal activity or collision history. The City should also coordinate with the Planning department to reduce access frequency through the development approval process as new development occurs.

Action 1.2E:

Work with property owners to consolidate driveways and access points where possible

The City should work with property owners to consolidate and reduce the number of driveways and access points along streets where feasible. Areas with high pedestrian activity, commercial streets, and areas near schools and community destinations should be prioritized. Driveway consolidation opportunities may be pursued through processes such as redevelopment, capital projects, street upgrades, and targeted engagement with property owners.



STRATEGY 1.3: Improve Safety and Accessibility at Intersections and Crossings

Intersections and crossings are some of the most critical and highest risk locations within the transportation network. These are the points where people walking, cycling, using mobility devices, and driving intersect, often in complex and constrained environments. Creating safer and more accessible intersections and crossings is essential to supporting a transportation system that works for people of all ages and abilities.

Within Yellowknife, a range of intersection controls and crossing treatments are used to support people walking, cycling, and rolling, including traffic signals, painted crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), and a pedestrian underpass at Old Airport Road. While these facilities play an important role in enabling safe crossings, several intersections and crossings present accessibility and safety challenges, especially for older adults and people with disabilities. In addition, ongoing engagement with the City's Accessibility Advisory Committee will support the identification of priority locations, inform design decisions, and help ensure that improvements respond to the lived experiences and needs of people with disabilities.

Addressing safety at intersections and crossings requires a multi-faceted approach that considers both personal and traffic safety. This includes improving sightlines, lighting, and visibility to enhance perceived and actual personal safety, as well as reducing conflict points through measures such as separation from motor vehicles, lower vehicle speeds, and clearer right-of-way.

Eleven actions developed under the strategy **Improve Safety and Accessibility at Intersections and Crossings** as summarized below.

Action 1.3A:

Inventory and evaluate intersections and crossings to align with best practices

The City should develop and maintain a comprehensive inventory of all existing intersections and pedestrian crossings and conduct a systematic review to assess their alignment with current best practices with a safety and accessibility lens. The inventory should document key characteristics such as location, intersection and crossing type, control features, and relevant geometric and accessibility elements.

The review should identify opportunities and gaps to enhance the safety and accessibility of intersections and crosswalks by assessing them against accessibility, safety, and geometric design best practices.

As intersections and crossings are upgraded or new ones are introduced, the inventory should be regularly updated to reflect current conditions, ensuring it remains a living tool to guide ongoing improvements and long-term investment decisions.

Action 1.3B:

Develop and adopt non-standardized crosswalk policy

Non-standardized crosswalks are pedestrian crossings with features such as raised surfaces or decorative or textured features that may make crossings safer and more visible. Outside City Hall, there are currently two decorative crosswalks.

The City should develop a policy to guide the consistent planning, design, and implementation of non-standardized crosswalks. This policy should provide clear criteria and guidance for when and how non-standardized crossings may be considered. The policy should be informed by current best practices, including guidance from accessibility organizations, and address maintenance and lifecycle considerations specific to Yellowknife's winter conditions. Engagement with the City's Accessibility Advisory Committee and other relevant interest holders will help ensure the policy supports safe and accessible crossings for people of all ages and abilities.

Action 1.3C:

Implement new traffic signals

The City should install new traffic signals at key intersections to improve safety, traffic operations, and multimodal accessibility. Proposed traffic signal locations have been identified in **Map 3** based on a review of existing conditions, community input, and connections to future areas of development. These proposed traffic signal locations will be explored in a feasibility study and undergo a formal signal warrant process at the appropriate time based on Transportation Association of Canada (TAC) guidelines and a Traffic Signal Management Policy.

Action 1.3D:

Install modern Accessible Pedestrian Signals at all existing and new traffic signals

Accessible Pedestrian Signals (APS) provide audible, vibrational, and visual cues that support safer and more predictable crossings for people with vision loss, as well as others who benefit from clear and consistent crossing information, including older adults, children, and people unfamiliar with an intersection.

The City has installed pedestrian push buttons at most traffic signals; however, these do not meet the accessibility requirements of modern APS. Modern APS include the following accessibility features:

- **Locator Tones** help people with sight loss identify which intersections have APS and where the push button is located to activate the APS, typically as an intermittent ticking noise.
- **Tactile Arrow Push Buttons** help people actuate the APS and align with the intended direction of travel. These tactile arrows should be raised, colour-contrasting, and vibrate during the walk phase to alert people with sight loss when they have the right-of-way to cross.
- **Actuation Confirmation** help people understand that they have successfully activated the APS. This can be accomplished through a pilot light that turns on and audible “Wait” message that plays after the push button has been pressed and released.
- **Push Button Signs** explain how to use the APS.

- **Walk Tones** alert people with sight loss when they have the right-of-way to cross. The tone should play during the entire walk phase of the signal, and stop during the clearance and don't-walk phases. The tone should automatically adjust to be louder than ambient noise. In Canada, a “cuckoo” sound is typically used for north-south crossings and a “chirp” (or Canadian Melody) sound for the east-west crossings. The walk tone can be emitted from a speaker mounted to the traffic signal head or integrated within the push button.

The City should install modern APSs at all existing and new traffic signals to improve safety and accessibility for people crossing streets. In addition, APS installation should be coordinated with signal upgrades, roadway reconstruction, and capital projects to ensure efficient and consistent implementation across the transportation network. Installed APS should be documented in the City's intersection and crossing inventory to support ongoing monitoring, maintenance.

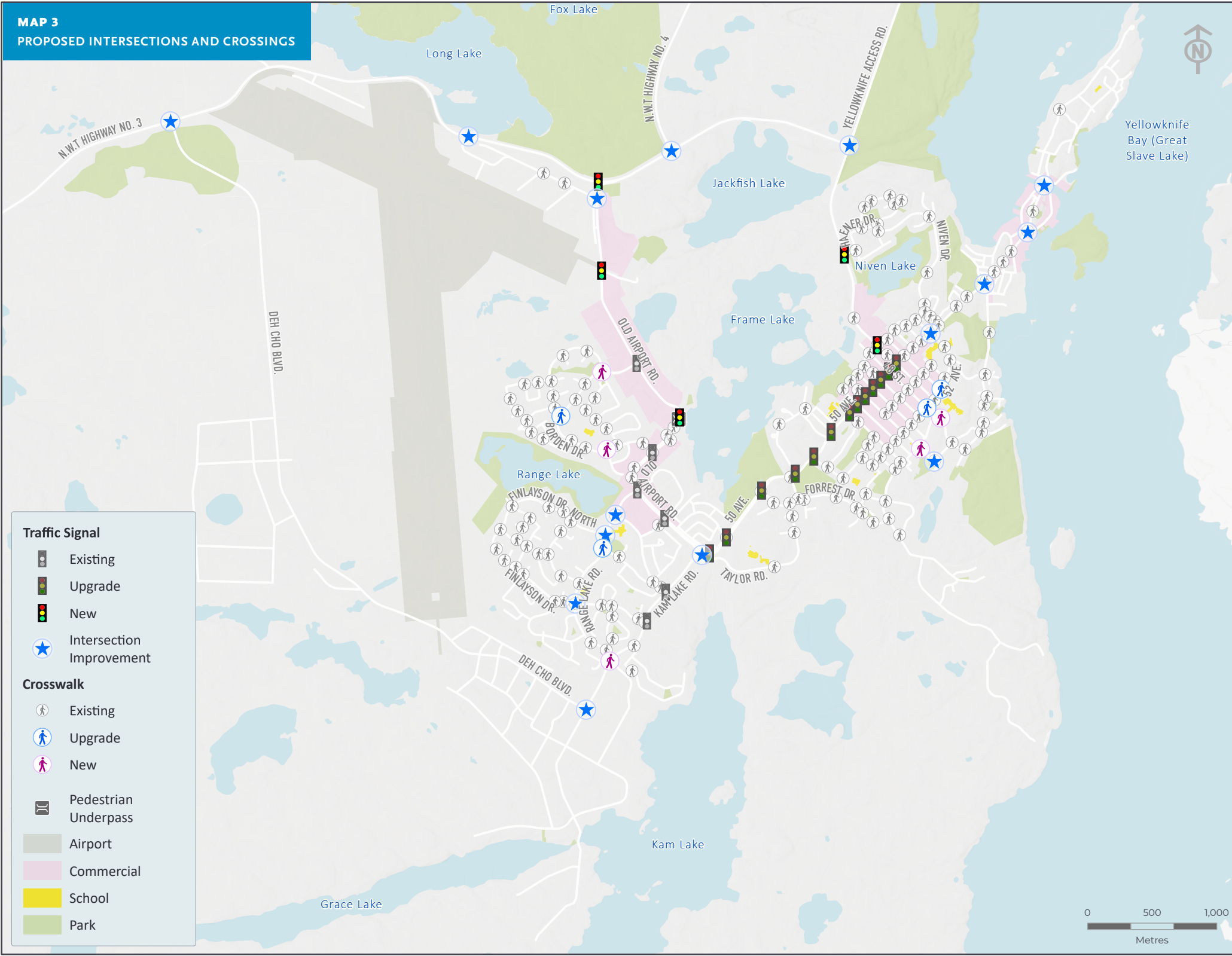
Action 1.3E:

Implement Leading Pedestrian Intervals at signalized intersections downtown

Leading Pedestrian Intervals (LPIs) are traffic signal timing changes that give pedestrians a head start into the crosswalk before vehicles receive a green light. This early entry improves visibility and significantly reduces the risk of collisions. LPIs have been shown to reduce pedestrian/turning vehicle collisions by 59%, with minimal delays to vehicle traffic. Leading intervals are typically between 3 and 8 seconds and occur in advance of the green indication for turning motor vehicles.

The City should install Leading Pedestrian Intervals at signalized intersections in the downtown core, high collision locations, schools, and at locations with high pedestrian activity.

MAP 3
PROPOSED INTERSECTIONS AND CROSSINGS



Action 1.3F:

Implement No Right Turn on Red restrictions at locations with demonstrated safety issues

Collisions involving right-turning vehicles are one of the leading causes of pedestrian and cycling injury. Where right-turns on red are permitted, drivers must watch for pedestrians crossing and for people cycling approaching from behind, while also looking for a gap in traffic to turn. This creates a complex scenario that can lead to driver mistakes. Prohibiting right-turns on red means drivers can only turn right when the light is green, reducing the chance of conflict. Restricting vehicle right turns when the traffic signal is red is a proven strategy to improve safety, particularly for vulnerable road users.

The City should assess the suitability of implementing No-Right-Turn-on-Red restrictions to reduce or eliminate right turn conflicts at locations with demonstrated safety issues, such as high collision locations, locations with high pedestrian activity, or locations with cycling infrastructure or multi-use pathways.

Action 1.3G:

Implement left turn protections at signalized intersections where feasible

Left-turn movements across opposing traffic are complex and a major contributor to injury collisions. Protected phasing at signalized intersections can improve safety by reducing conflicts between oncoming vehicles and pedestrians. Signalized turn phasing can reduce or eliminate this conflict point in two ways:

- **Fully protected:** Left turns are only permitted during a dedicated left turn phase (green arrow), followed by a red light where no turns are permitted, or
- **Protected-permissive:** Left turns are permitted during a dedicated left turn phase (green arrow), followed by a green light where drivers must yield to oncoming traffic before turning.

Research has shown that enhancing left-turn protection results in significant safety benefits, including reducing left-turn opposing collisions by 40% (protected-permissive) and 97% (fully protected).

The City has dedicated left turn lanes at most signalized intersections, but it has not adopted left turn protections at most of these locations. The City should investigate the feasibility of adding left turn projections at all signalized intersections, and should include left turn protections at all new signalized intersections.

Action 1.3H:

Review and update pedestrian crossing times to accommodate pedestrian crossing times, particularly in areas with a high concentration of vulnerable road users

The City should review and update pedestrian crossing times at signalized intersections to ensure they adequately accommodate the needs of all pedestrians, with particular attention to areas with a higher concentration of vulnerable road users. Using the intersection and crossing inventory and evaluation developed through **Action 1.4A**, the City should identify locations where existing pedestrian signal timing may be insufficient.

Priority locations may include the downtown, locations near schools, healthcare facilities, community facilities, and seniors' housing. Updates to pedestrian signal timing will be coordinated with broader intersection upgrades and informed by input from the City's Accessibility Advisory Committee and other relevant stakeholders.

Action 1.3I:

Implement safety and operational improvements at intersections and crossings

The City should implement targeted safety and operational improvements at intersections. Intersection improvements may include geometric modifications, signage, pavement markings, lighting, and accessibility upgrades. Areas for proposed intersection improvements have been identified based on technical review and community input. Future improvements will be prioritized at intersections with higher collision rates, complex movements, or increased multimodal demand, and will be coordinated with broader street network improvements and Complete Streets objectives.

Action 1.3J:

Implement new crossing locations to improve pedestrian safety

Several potential intersection and crossing improvements are outlined in **Map 3**, including candidates for new crosswalks or enhanced crosswalks. Candidate locations were identified to improve network connectivity, to access bus stops, and to improve safety at schools.

Based on the inventory and evaluation of intersections and crossings developed through **Action 1.3A**, the City should also identify any additional new crossing locations. Potential new crossing locations should be identified through collision data, observed pedestrian desire lines, and community input. Greater focus and attention should be prioritized for locations that have higher safety concerns, accessibility barriers, or are located near key destinations such as schools, transit stops, commercial areas, parks, and community facilities.

The City should follow the Transportation Association of Canada's Pedestrian Crossing Control Guide to conduct warrants at the potential intersection and crossing improvement locations, and/or other locations to determine whether new or enhanced crossing treatments are warranted.

The City should also work with the GNWT to monitor and review pedestrian and cycling collision data, near misses, and other safety concerns. As the active transportation network is built out, the City should develop a list of additional crossing locations that are warranted or required.

Action 1.3K:

Improve safety at existing crosswalks with treatments such as curb extensions, reduced curb radii, raised crosswalks, Leading Pedestrian Intervals, improved lighting, and/or enhanced crossing treatments such as Rectangular Rapid Flashing Beacons (RRFBs) as defined by a warrant analysis

Building on the intersection and crossing inventory and evaluation completed through **Action 1.4A** and locations identified in **Map 3**, the City should improve safety and accessibility at existing crosswalks by implementing context appropriate design and operational treatments where warranted.

Crosswalk upgrades may include a combination of geometric, operational, and visibility enhancements such as curb extensions, reduced curb radii, raised crosswalks, Leading Pedestrian Intervals (LPIs), improved lighting, and enhanced crossing treatments such as RRFBs. Treatments should be selected based on each site's context. Implemented improvements will be documented in the intersection and crossing inventory to support ongoing monitoring and maintenance.



STRATEGY 1.4: Design for Safe Speeds

The maximum speed limit within the City of Yellowknife is typically 45 km/h. School zones and playground zones maximum speed limit is 30 km/hr. School zones are enforced at all times, 24 hours 7 days a week. Speed limits increase to 70 km/h and above on GNWT highways. Based on GPS-based speed data for arterial roads in the City, many vehicles are travelling above the speed limit on several arterial streets, including Old Airport Road and 48 Street along with Highway 3, while traffic speeds are generally lower in the Downtown core. Through the Community Survey, respondents noted that unsafe driving behaviours such as speeding was the top barrier to driving.

Research clearly shows that higher speeds increase the risk and the likelihood that a crash will result in a serious injury or fatality. At higher speeds, drivers have a narrower field of vision, and they have less time to react to unexpected occurrences. Collisions at higher speeds have worse outcomes for people. The faster a vehicle is moving, the longer the stopping distance and therefore, the greater the force of impact will be. The risk of death and injury increases significantly as travel speeds increase. Research has shown that a pedestrian struck at 30 km/h has a 90% chance of surviving, while at 50 km/h they have only a 15% chance of surviving.

Roads with higher posted speed limits are riskier, regardless of whether drivers exceed those limits. The City can encourage safe speeds through initiatives such as speed limit reductions, traffic calming, and enforcement to minimize the risks of speed and allow the safe movement of all road users.

Two actions have been developed under the strategy **Design for Safe Speeds** as summarized below.

Action 1.4A:

Adopt and implement updated speed limits based on the street network classification

The City should adopt and implement a Speed Limit Policy, which establishes a consistent, context-sensitive approach to speed limits across the transportation network, informed by the updated street network classification.

A Speed Limit Policy and Guidelines will be developed and included in the Transportation Plan to provide guidance on establishing appropriate regulatory speed limits on all city streets based on street network classification and an approach to implementation.

Action 1.4B:

Develop and implement a Traffic Calming Program

Traffic calming is an effective tool used to reduce vehicle speeds and lower traffic volumes, contributing to safer and more livable neighbourhoods. The City currently does not have a Traffic Calming Policy.

A Traffic Calming Policy will be developed and included in the Transportation Plan to guide the selection of candidate traffic calming measures based on street classification, while also outlining processes for residents to request technical reviews and for staff to initiate, prioritize, and implement traffic calming at candidate locations. Building on this policy framework, the City should develop and implement a Traffic Calming Program to support the ongoing delivery of traffic calming projects across the transportation network.

STRATEGY 1.5: Maintain Roadways in a State of Good Repair

Maintaining the transportation system in a state of good repair is essential to ensuring safety, reliability, and long-term financial sustainability. Effective asset management allows the City to prioritize investments, extend the useful life of existing infrastructure, and minimize costly reactive repairs.

As a part of this strategy, the City should take every opportunity to extend the remaining life of existing infrastructure to avoid service level reductions and further financial strain. Coordinating maintenance and rehabilitation activities with broader transportation objectives will help ensure that investments deliver maximum value while advancing the City's goals for safety, accessibility, and multi-modal mobility.

Two actions have been developed under the strategy **Maintain Roadways in a State of Good Repair** as summarized below.

Action 1.5A:

Develop and implement a multi-year pavement rehabilitation plan

The City has completed a pavement condition assessment to understand the current state of roadway pavement across the transportation network. Building on this assessment, the City should develop and implement a multi-year-pavement rehabilitation plan.

Pavement condition should be reassessed at regular intervals using a consistent methodology to track performance, inform investment decisions, and support long term financial planning. These condition assessments should be expanded to include an inventory and baseline condition data for other transportation related infrastructure to support a more comprehensive asset management approach.

As part of the rehabilitation planning process, the City should also consider the use of longer lasting and more sustainable materials, as well as design approaches that support modes of travel that place less stress on roadway infrastructure. The pavement rehabilitation plan should be regularly updated and aligned with growth forecasts, capital planning processes, and other infrastructure investments. Where

feasible, the City should coordinate pavement rehabilitation with utility upgrades and other capital projects to reduce costs, limit disruptions, and improve overall efficiency.

Action 1.5B:

Align asset management practices and investment priorities with updated street classifications

Based on the multi-modal street network classifications as outlined in **Strategy 1.1**, the City should update its transportation network objectives, policies, and asset management practices to align with the City's updated road classifications. The City should also use updated street classifications to inform lifecycle planning, design standards, and material selection.

Action 1.5C:

Adopt an ownership and management framework for transportation assets

Responsibility for transportation infrastructure assets varies depending on whether assets are located on-street or off-street, and often involves multiple City departments across planning, design, operations, and maintenance. This can create challenges for coordination, accountability, and long-term asset management.

The City should develop and adopt a clear ownership and management framework for transportation assets to define roles and responsibilities throughout the full lifecycle of each asset. This framework will help promote coordination and collaboration between departments on asset management-related initiatives and help support the allocation of resources.

Action 1.5D:

Implement multi-modal improvements with all road upgrades and pavement rehabilitations

The City should integrate multi-modal improvements as part of all roadway upgrades and pavement rehabilitation projects, where feasible. When roads are rehabilitated, opportunities should be assessed to improve safety, accessibility, and comfort for pedestrians, cyclists, transit users, and people of all ages and abilities.

STRATEGY 1.6: Plan for Emergencies and Resilience

The transportation network plays a critical role supporting emergency response, evacuation, and long-term resilience to climate-related risks. Yellowknife faces increasing challenges with wildfires, permafrost thaw, and more variable freeze-thaw cycles which impact the safety and reliability of transportation infrastructure.

To complement the Climate Action Plan (2026), strengthening the resilience of the transportation network can be achieved by ensuring streets are designed and maintained to support emergency access, providing redundant and well-connected routes for evacuation, and adapting infrastructure, standards, and maintenance practices to respond to changing climate conditions. This includes reviewing roadway widths to accommodate emergency vehicles, incorporating FireSmart principles along key corridors, planning for multiple access and egress routes to improve network redundancy, and updating design and maintenance approaches to address permafrost thaw and seasonal variability.

Four actions have been developed under the strategy **Plan for Emergencies and Resilience** as summarized below.

Action 1.6A:

Review available width of all roadways, including on-street parking, to ensure sufficient width for emergency services

It is critical to ensure that all streets can be accessed by emergency vehicles, including fire trucks. This requires a minimum operating space of 6 metres for fire trucks to access roads and deploy equipment.

The City should conduct a GIS-based analysis to review the available road width of all streets in the City to determine which streets do not meet clear width requirements. Based on this analysis, the City should recommend changes to streets that do not meet minimum widths, including road widenings and/or removal of on-street parking.

Action 1.6B:

Utilize FireSmart principles strategically to expand the off-street active transportation network

In recent years, the City has been increasingly at risk of severe climate events such as forest fires. The City should continue to incorporate FireSmart principles into the design and management of key roadways surrounding the developed urban core (e.g., Highway 3, Highway 4, Deh Cho Boulevard) by maintaining clear breaks within the right-of-way. These corridors can serve a dual function to help limit wildfire spread while also creating opportunities to accommodate multi-use pathways and enhance the active transportation network.

Action 1.6C:

Provide alternate routes and redundant street networks to provide travel choices in emergencies

The City should investigate the feasibility of creating an additional emergency access route to the west of Deh Cho Boulevard in the future to act as an additional opportunity to leave the City in an emergency.

To improve emergency preparedness, the City should plan for a redundant street network that provides multiple access and egress options for neighbourhoods, particularly those with only a single access or egress point. Redundant routes improve resilience during emergencies and allow flexibility for both full and partial evacuations, recognizing that evacuation routes may vary depending on the location of a hazard and the destination of evacuees.

Potential new street network connections are shown in **Map 2**. Emergency access and evacuation scenarios should be evaluated on a case by case basis to ensure routes remain effective under different threat conditions.

Action 1.6D:

Discourage new subdivisions that do not have multiple access and egress points

Some recent developments have been constructed in the City which have limited access points and are at greater risk in an emergency, such as Braden Boulevard and Grace Lake Boulevard.

The City should discourage new subdivisions that do not have at least two access and egress points.



STRATEGY 1.7: Move Goods and Hazardous Materials Efficiently

The efficiency and reliability of trucks are essential components of a goods movement network and broader economic development priorities. The interface of truck routes with routes that prioritize active transportation and smaller passenger vehicles must be carefully designed to prioritize the safety of vulnerable road users. Goods movement, or freight, is broadly defined as the wide array of activities involved in transporting goods (primary, intermediate, or finished) from producer/supplier to consumer. Goods movement can be accommodated by road, rail, or water.

The City has identified designated truck routes but has not developed a formal Truck Route Bylaw. Existing truck routes include highways under GNWT jurisdiction (including Highway 3, Highway 4, Yellowknife Access Road, and 48 Street) and several streets under the City's jurisdiction, including (including Deh Choh Boulevard, Old Airport Road, 50th Avenue, Kam Lake Road, and Forrest Drive).

Two actions have been developed under the strategy **Move Goods and Hazardous Materials Efficiently** as summarized below.

Action 1.7A:

Adopt a Truck Route Bylaw

The City should develop and adopt a Truck Route Bylaw to regulate the use of goods movement through the City based on the proposed street network classification. By working with the GNWT, the City should ensure the entire goods movement system is efficient and avoids circuitous routes throughout the region. Key considerations for the Truck Route Bylaw include:

- Including harmonized and consistent wording referring to the Commercial Transport Regulations by Reference;
- Including a definition of a truck to be vehicles with a Gross Vehicle Weight greater than 11,800 kg;
- Identifying a designated Truck Route Network as shown in **Map 4**

- Providing guidance for the intended use of the Truck Route Network, specifying that heavy vehicles with a GVW weight greater than 11,800 kg must use the designated Truck Route Network until the latest point possible to reach their destination via other roads; and
- Ensuring that trucks can still use non-designated truck routes to access their final destinations.

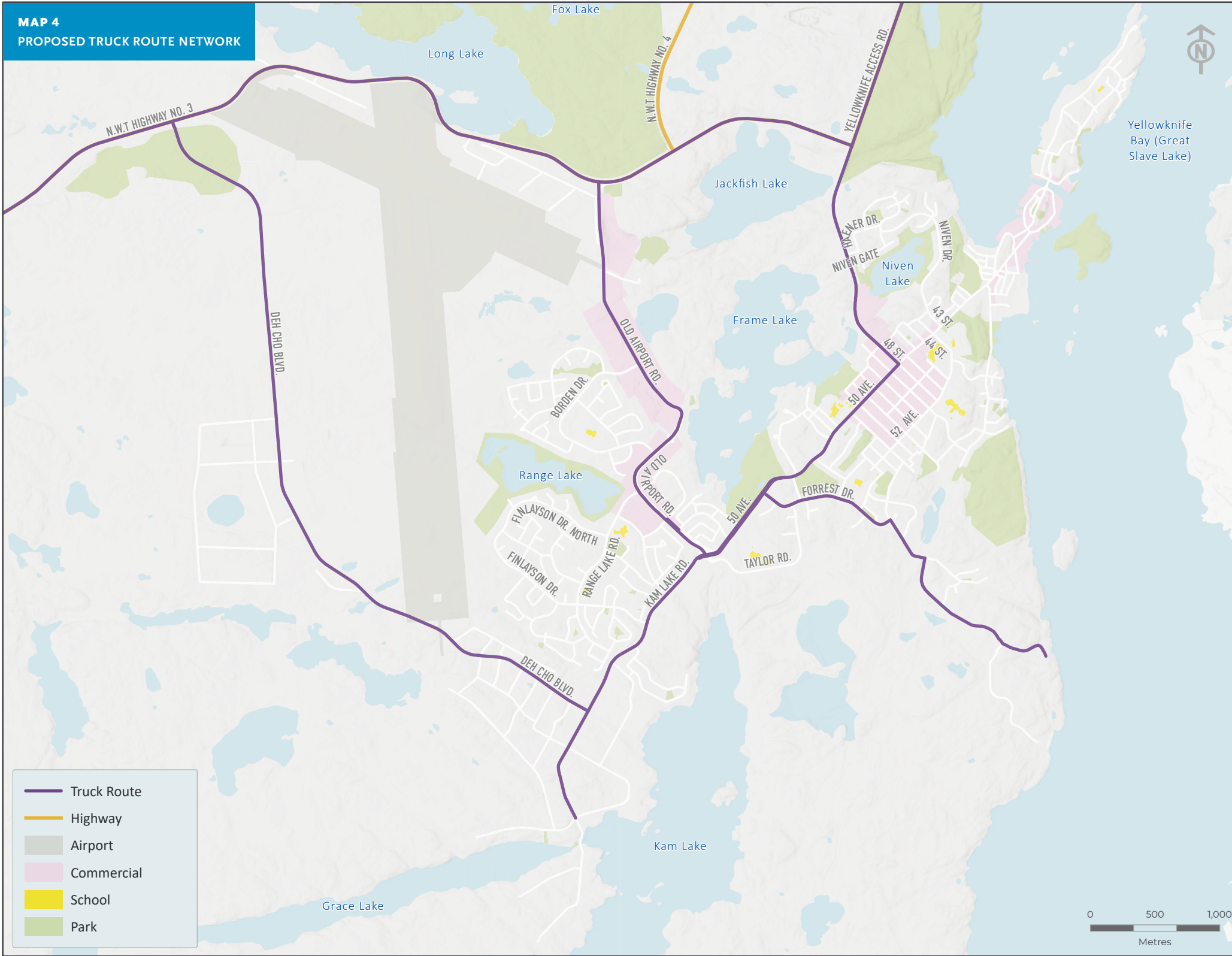
Action 1.7B:

Identify a Hazardous Materials Network

The City should identify a Hazardous Materials Network that identifies preferred routes for vehicles carrying dangerous goods. This network would build on the Truck Route Network by focusing on corridors already intended to accommodate heavy vehicles. From here, the City should identify key origin and destination areas such as industrial areas and fuel storage sites while screening for sensitive and high-risk areas such as residential neighbourhoods, schools and community facilities. The network should prioritize routes that minimize exposure to these sensitive land uses. Route selection should also consider street characteristics, traffic conditions, and the ability to support emergency response. The development of the network should be done in coordination with the GNWT and emergency services to ensure alignment with territorial requirements and emergency response protocols.



MAP 4
PROPOSED TRUCK ROUTE NETWORK



STRATEGY 1.8: Coordinate Highway Improvements With the GNWT

While the primary focus of this Plan is on roadways under the City's jurisdiction, the City can also support and/or advocate for improvements along highways under the jurisdiction of the GNWT within the City limits. The GNWT has jurisdiction of the following roadways (see **Map 5**):

- Highway 3;
- Highway 4 (Ingraham Trail);
- Yellowknife Access Road (north of Highway 3);
- 48 Street (Between Highway 3 and 49 Avenue);
- Stanton Territorial Hospital Access Road; and
- Streets in the vicinity of the Yellowknife Airport, including Archibald Street, Laserich Gate, Bristol Avenue, Idaa Road, Berry Street, and McMillan Street.

Highway 3 is classified as a Highway and provides the main access road to the City of Yellowknife and runs east-west on the northern edge of Yellowknife's urban area. Highway 3 is a two-lane undivided highway that provides access to Yellowknife Airport and acts as a gateway to the City, with major intersections at Deh Cho Boulevard, Old Airport Road, Highway 4, and 48 Street. According to the GNWT's 2023 Highway Traffic Report, Highway 3 accommodates the highest traffic volumes, with Average Annual Daily Traffic Volumes (AADT) of approximately 4,350 vehicles per day in 2023. However, Highway 3 experiences higher volumes in the summer period, with Peak Summer Average Daily Traffic (PSADT) of approximately 5,010 vehicles per day in 2023. Traffic volumes on Highway 3 have been declining in recent years from an AADT of 6,600 vehicles per day and a PSADT of 8,810 vehicles per day in 2014.

Highway 4, also known as the Ingraham Trail, is also classified as a Highway and is a two-lane undivided highway that provides connections beyond Yellowknife to the east to Tiibbit Lake, approximately 70 km east of Yellowknife. In the winter months, Highway 4 also provides access to the Tibbitt to Contwoyto Winter Road, an annual ice road first that provides access to mines and exploration activities. Highway 4 carries an AADT of 600 vehicles per day and a PSADT of 700 vehicles per day in 2023.

Yellowknife Access Road is classified as a Highway and extends north of the intersection of Highway 3 and 48 Street. This roadway formerly provided the main access road to the east before the construction of Highway 4. Today, this roadway primarily provides access to the Giant Mine site and the City of Yellowknife Solid Waste Facility.

48 Street is classified as a Minor Arterial Street and provides access to the City of Yellowknife. 48 Street is a two-lane undivided roadway that provides access to the Niven neighbourhood, downtown Yellowknife, and several key destinations, including the Northwest Territories Legislative Assembly, Prince of Wales Northern Heritage Centre, and Chateau Nova Yellowknife. A mid-block crossing with actuated flashing beacons is provided at the access road to Chateau Nova Yellowknife and Northwest Territories Legislative Assembly.

The other roadways under GNWT jurisdiction are generally classified as local or collector roads and provide access to the Yellowknife Airport, Stanton Territorial Hospital, and other industrial areas.

In addition, the Dettah Ice Road is a seasonal winter road that provides direct access from Yellowknife the community of Dettah. The Dettah Ice Road generally operates between December and April (depending on seasonality), and typically carries approximately 600 vehicles per day during those months in which it is operational.

One action has been developed under the strategy **Coordinate Highway Improvements with the GNWT** as summarized below.

Action 1.8A:

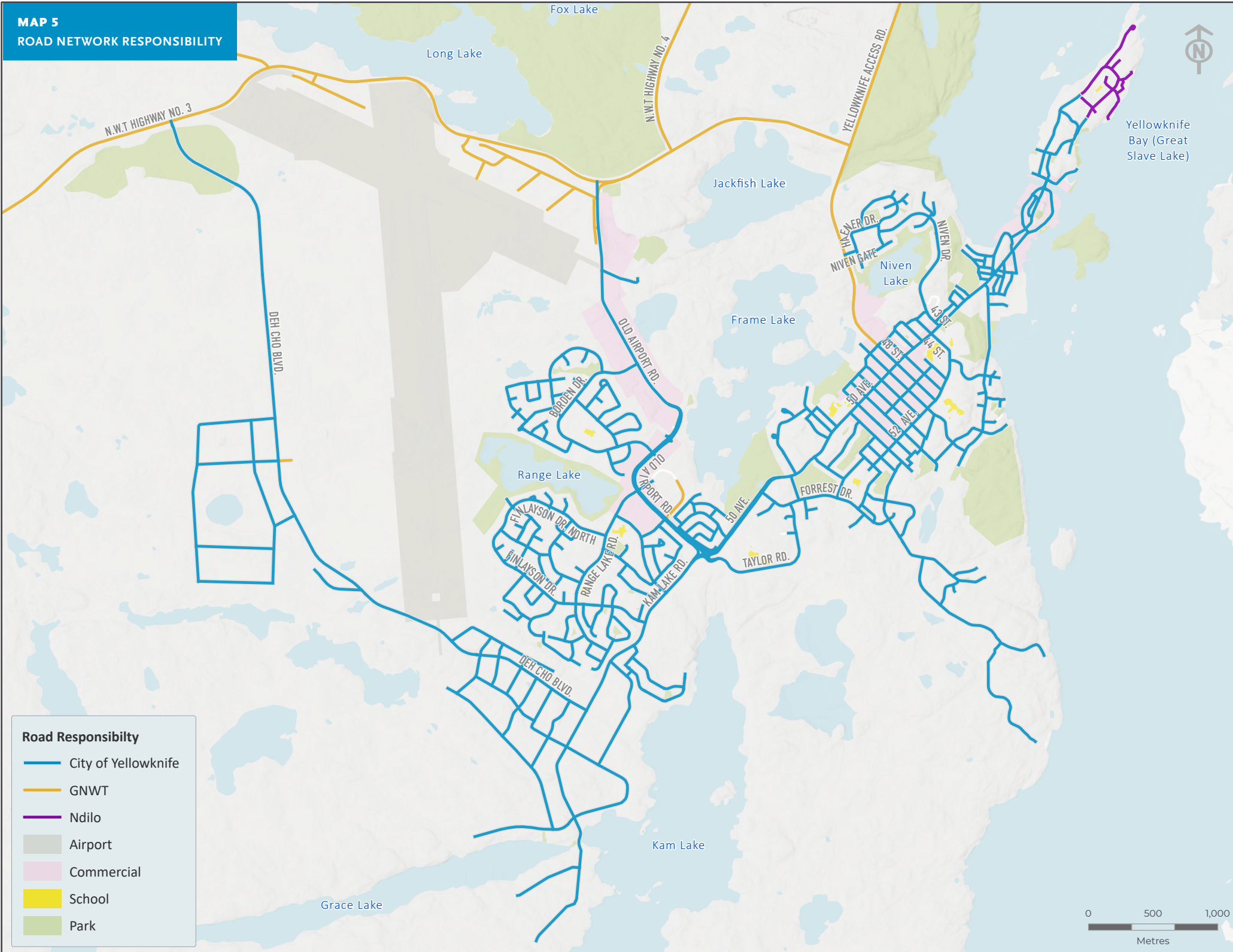
Work with the GNWT to identify issues and opportunities to improve regional mobility

The City should work with the GNWT to identify issues and opportunities to improve regional mobility and address barriers across highways under GNWT jurisdiction. Potential improvements to roadways under GNWT jurisdiction are shown in **Map 5** and include:

- **Pedestrian crossing improvements** across Highway 3 to access key destinations such as Fred Henne Territorial Park, Long Lake Beach, Campground, Yellowknife Golf Club, and events located at the Folk on the Rocks site;
- **Multi-use pathway** on one side of Highway 3 (note: the specific side of the highway should be determined through a warrant analysis) and on both sides of 48 Street;
- **Multi-modal Complete Streets improvements** on local and collector roads under GNWT jurisdiction to align with the guidance in **Strategy 2.2**;
- **Intersection improvements** on Highway 3 at Deh Choh Boulevard, Idaa Road (access to the Yellowknife Airport), Old Airport Road, Highway 4, and Yellowknife Access Road/48 Street, including proposed traffic signals at Old Airport Road and Yellowknife Access Road/48 Street;
- **Connectivity improvements** to connect the Frame Lake Trail multi-use pathway to Old Airport Road on the Stanton Territorial Hospital Access Road; and
- **Access improvements** at Old Airport Road and Bristol Avenue.



MAP 5
ROAD NETWORK RESPONSIBILITY



Road Responsibility

- City of Yellowknife
- GNWT
- Ndilo
- Airport
- Commercial
- School
- Park



THEME 2: ACTIVE TRANSPORTATION

Background

Active transportation refers to using one's own power to get from one place to another, and can include walking, cycling, scootering, or skateboarding, and other forms of human-powered mobility. Active transportation brings a range of benefits to individuals, families, and the community such as cost-savings, a less congested transportation network, new social connections, safer streets, and healthier populations.

Providing active transportation facilities is important to facilitating all trips in Yellowknife – walking is the most fundamental form of transportation as it is a part of every trip, whether that trip is made by bicycle, transit, or car. The City has an extensive active transportation network, with sidewalks on most major streets, an extensive network of approximately 25 km of off-street pathways and trails, and on-street bicycle lanes on Range Lake Road, 52 Avenue, and 50 Avenue (between 44 Street and School Draw Avenue).

Walking and cycling to everyday destinations can be easy if streets and neighbourhoods are safe and well-designed for pedestrian and cycling safety and accessibility. The networks must be accessible to a large cross-section of people, including people with disabilities, seniors, and parents with children. Accessibility is particularly important at intersections and crossings, as a difficult crossing can make trips much longer or create safety issues, particularly for seniors, children, and people with physical and cognitive disabilities. The plan includes active transportation networks that are geared towards both people walking, wheeling, and cycling.

According to the Household Travel Survey conducted for the Yellowknife Transportation Plan, the City already has a relatively active transportation mode share, with walking, rolling, and cycling trips making over more than a quarter (26.6%) of all daily trips made by Yellowknife residents. The majority of this is attributed to walking, which accounts for 19% of all trips, compared to 6.3% of all trips by conventional bicycle, 1.0% by e-bike, and 0.3% by e-scooters or other micromobility devices. Micromobility is an umbrella term encompassing a variety of small, lightweight, and low-speed devices that facilitate human transportation.

This includes devices such as bicycles, e-bikes, cargo bikes, e-scooters, skateboards and more.

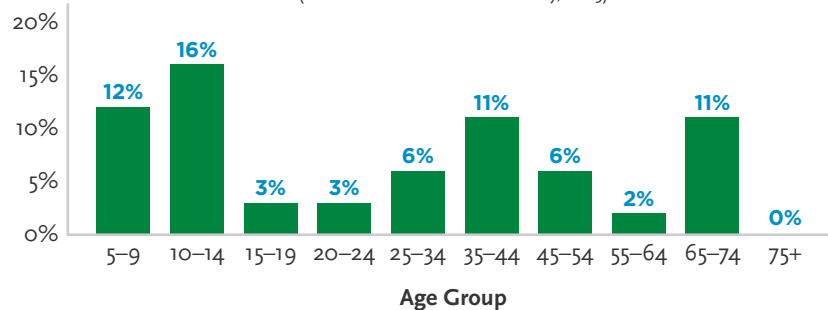
Beyond typical daily trips reported in the survey, most Yellowknife residents indicated that they walk or cycle occasionally, indicating a high interest in active transportation among Yellowknife residents. For example, although cycling and micromobility only accounts for 7.3% of trips on a typical day, approximately half (49%) of Yellowknife residents cycle occasionally, including 38% of residents who cycle at least once per month, and almost one in ten (9%) doing so daily. 63% of Yellowknife households have at least one bicycle or e-micromobility device, including 96% of bicycles that are conventional bicycles, with 4% being electric bicycles.

The active transportation mode share is highest among residents downtown, where active transportation makes up over half of all trips, including 44% of trips made by walking and 8% of trips made by cycling or other forms of micromobility. Residents in these areas are able to access many of their daily needs within short walking or cycling distances and have access to safe and comfortable active transportation such as sidewalks and off-street pathways. In contrast, active transportation modes shares are lowest in the suburban residential neighbourhoods, with residents in Range Lake and Frame Lake South only making 10% of trips by walking and 4% of trips by cycling or micromobility, respectively. Residents in these neighbourhoods need to travel longer distances (although still within reasonable walking and cycling distances), but may not have access to safe and comfortable active transportation infrastructure.

Overall active transportation mode shares are highest among children and youth. Bicycle mode shares are highest amongst children aged 5-9 and 10-14 years, at 12% and 16% of all trips, respectively. Cycling mode shares were lower for most age groups above 15, ranging from 2% to 6%, except for those 35-44 and 65-74, who reported 11% of their trips as being via bicycle. Walk mode shares are highest for those aged 10-14 and 25-34 (24% and 26% respectively), and lowest for those 5-9 (12%). For all other age cohorts, shares range from 15% to 19%.

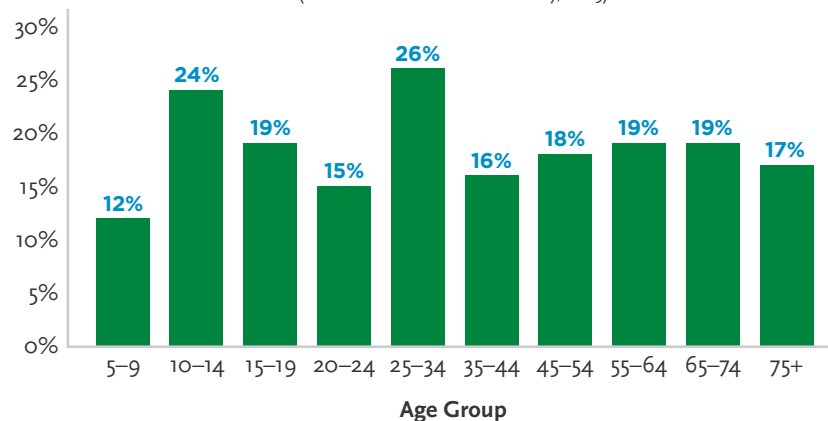
Bicycle and Micromobility Mode Share by Age Group

(Source: Household Travel Survey, 2025)



Walking Mode Share by Age Group

(Source: Household Travel Survey, 2025)



Most cycling and micromobility trips are made to commute to work (22.6%), commute to school (10.5%), shopping (6.9%), or recreation (6.2%). Similarly, most walking trips are made to commute to work (23.8%), recreation (9.3%), shopping (9.0%), or school (6.9%).

Most active transportation trips are relatively short, with an average walking trip distance of 1.0 km (approximately 10 minutes) and an average cycling and micromobility trip distance of 2.1 km. In addition, recognizing most vehicle trips in Yellowknife are also relatively short (average driving trip distance of 3.2 km), there is a significant opportunity to replace some short-distance vehicle trips with active transportation in Yellowknife.

For example, an assessment of the potential for walking and cycling trips was conducted based on the number of trips made by auto or transit that fell within a 20-minute walking or cycling distance, which equates to approximately 5.5 km distance for cycling trips and 1.6 km for walking trips. A 'mode shift potential' was calculated, which refers to the potential percentage-points of the current mode share (the percentage of all trips by all modes) that could be shifted to walking or biking based on distance alone. The analysis found that most motorized trips are bikeable, which is to be expected given size of the Yellowknife urban area, and a good portion of auto driver and auto passenger trips are also walkable.

For example, approximately nine out of 10 (91%) auto driver trips could easily be made by bicycle because they are 5.5 km in distance or less. In terms of mode share, there is a 48% auto mode share that could be bikeable and a 15% auto mode share that could be walkable based on automobile trips of 5.5km or less (20 minute cycling distance) and automobile trips of 1.6 km or less (20 minute walking distance). These potential proportions are highest for residents of the Range Lake/ Frame Lake South neighbourhoods.

With increased investment and attention paid to active transportation networks, such as having an all ages and abilities (AAA) walking, rolling, and cycling network that is comfortable, complete, and connected, trips by active transportation can become more desirable and more common.



STRATEGIES AND ACTIONS

This theme includes six overarching strategies for **active transportation**.

STRATEGY 2.1: Complete the Sidewalk Network

STRATEGY 2.2: Develop a Cycling Network for People of All Ages and Abilities

STRATEGY 2.3: Enhance Trails and Pathways

STRATEGY 2.4: Maintain Multi-Use Pathways Year-Round

STRATEGY 2.5: Encourage Micromobility and Other Forms of Active Transportation

STRATEGY 2.6: Provide Bicycle Parking



STRATEGY 2.1: Complete the Sidewalk Network

Providing a complete and connected sidewalk network is essential to creating an environment where people of all ages and abilities can walk safely and comfortably for a variety of trip purposes.

Yellowknife's pedestrian network includes a range of pedestrian facilities, primarily sidewalks and multi-use pathways. Most streets have a sidewalk or multi-use pathway on at least one side of the street. The City has relatively good sidewalk coverage near commercial destinations and schools. However, there are some gaps particularly on streets providing access to bus stops. While most sidewalks are constructed of concrete, asphalt and gravel sidewalks are found in low-lying areas such as Old Town and portions of Range Lake Road, Borden Drive, and Kam Lake. Many existing sidewalks also fall below the recommended minimum width of 1.5 metres in the current Design Standards, limiting accessibility and comfort for some people.

The sidewalk standard for new streets in Yellowknife are regulated based on the City's Development & Design Standards Manual. Updating these standards presents an opportunity to ensure that new sidewalks and multi-use pathways are consistent, accessible, and aligned with current best practice design guidance. In addition to updated standards, targeted investments and strategic upgrades are needed to address network gaps, improve sidewalk quality, and better serve areas with high pedestrian demand. **Map 6** provides an overview of the proposed sidewalk and multi-use pathway network.

Three actions have been developed under the strategy **Complete the Sidewalk Network** as summarized below.

Action 2.1A:

Complete new sidewalks such that there is a sidewalk on at least one side of all local streets and a sidewalk and/or multi-use pathway on both sides of all arterial and collector streets

In the Community Survey, *a lack of pedestrian facilities* was identified as the second highest barrier to walking in Yellowknife, while *more sidewalks* was identified as the third highest walking infrastructure priority. The proposed long-term sidewalk network is shown in **Map 6** and recommends new sidewalks or multi-use pathways to fill in gaps in the pedestrian network based on the following principles:

- All arterial streets should have a sidewalk or multi-use pathway on both sides of the street;
- All collector streets should have a sidewalk or multi-use pathway on both sides of the street;
- All local streets should have a sidewalk on at least one side of the street;
- All bus stops should have direct access to the pedestrian network with a sidewalk, and/or a crosswalk to cross the street to access the bus stop if necessary; and
- All schools should have at least one sidewalk on the side of the street directly fronting the school.

In addition to filling in these gaps, the City should update the Development and Design Standards Manual cross sections to include the following requirements for new streets and new developments:

- **Local street:** Sidewalk at least both sides;
- **Industrial street:** Sidewalk on at least one side if it is on a transit route;
- **Collector street:** Sidewalk on one side of the street and multi-use pathway on one side of the street, or multi-use pathway on both sides of the street; and
- **Arterial street:** Sidewalk on one side of the street and multi-use pathway on one side of the street, or multi-use pathway on both sides of the street.

Multi-use pathways should be provided on both sides of the street depending on context such as land use, connectivity to key destinations, and connections to the broader active transportation network.

Action 2.1B:

Strategically upgrade and widen existing sidewalks in areas of high pedestrian demand

In the Youth Community Survey, youth identified improving sidewalks as the top priority to make it easier and safer to walk around the community.

The City should establish a sidewalk improvement program to systematically inspect and inventory existing sidewalks. This program would assess whether sidewalks meet minimum width requirements, whether there are barriers or obstacles in the sidewalk with (such as utility poles) and the condition of the sidewalk (such as whether they have cracks, root heaving, or changes in elevation). As a part of this program, the City should develop a guiding framework and prioritization criteria to identify where sidewalk upgrades should be implemented first. This program could also include an assessment of related pedestrian infrastructure such as crosswalk, trails and pathways.

High pedestrian demand areas should be prioritized for upgrades. Examples of high pedestrian demand areas may include downtown Yellowknife and areas fronting schools.

Sidewalk upgrades can also be strategically coordinated and pursued through redevelopment, street reconstruction, utility upgrades, and other capital projects to maximize efficiency, reduce disruption, and leverage opportunities for cost-effective improvements.

Action 2.1C:

When new development occurs and creates a gap in the pedestrian and cycling network, ensure a temporary connection or transition to the roadway is provided.

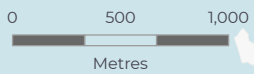
As new residential and commercial development occurs in the City, new transportation infrastructure is also implemented. Guidance regarding the design and location of new infrastructure is outlined in the City's Development & Design Standards Manual. However, like many other municipalities, the City has seen gaps in transportation infrastructure form as infill and subdivision development occurs in phases. This can impact the continuity of the road, pedestrian, and cycling networks. These gaps are often a result of the timing of property sales and development opportunities. This can create discontinuous facilities, particularly for people walking and cycling, that end midblock. In some cases, there is no alternative facility beyond transitioning into the roadway which may not be safe or accessible.

In support of this action, the City should ensure that when gaps in the active transportation network are created due to development that transitions from facilities, a temporary facility is provided to connect routes and fill gaps in the short-term. The City should create a policy to work with developers to improve transitions between new infrastructure and the roadway to ensure infrastructure is accessible. The City should also consider developing an investment program to fill in gaps where no future development is planned.

MAP 6
PROPOSED PEDESTRIAN NETWORK



Yellowknife
Bay (Great
Slave Lake)



Multi-Use Pathway

- Existing
- Upgrade
- New

Sidewalk

- Existing
- New

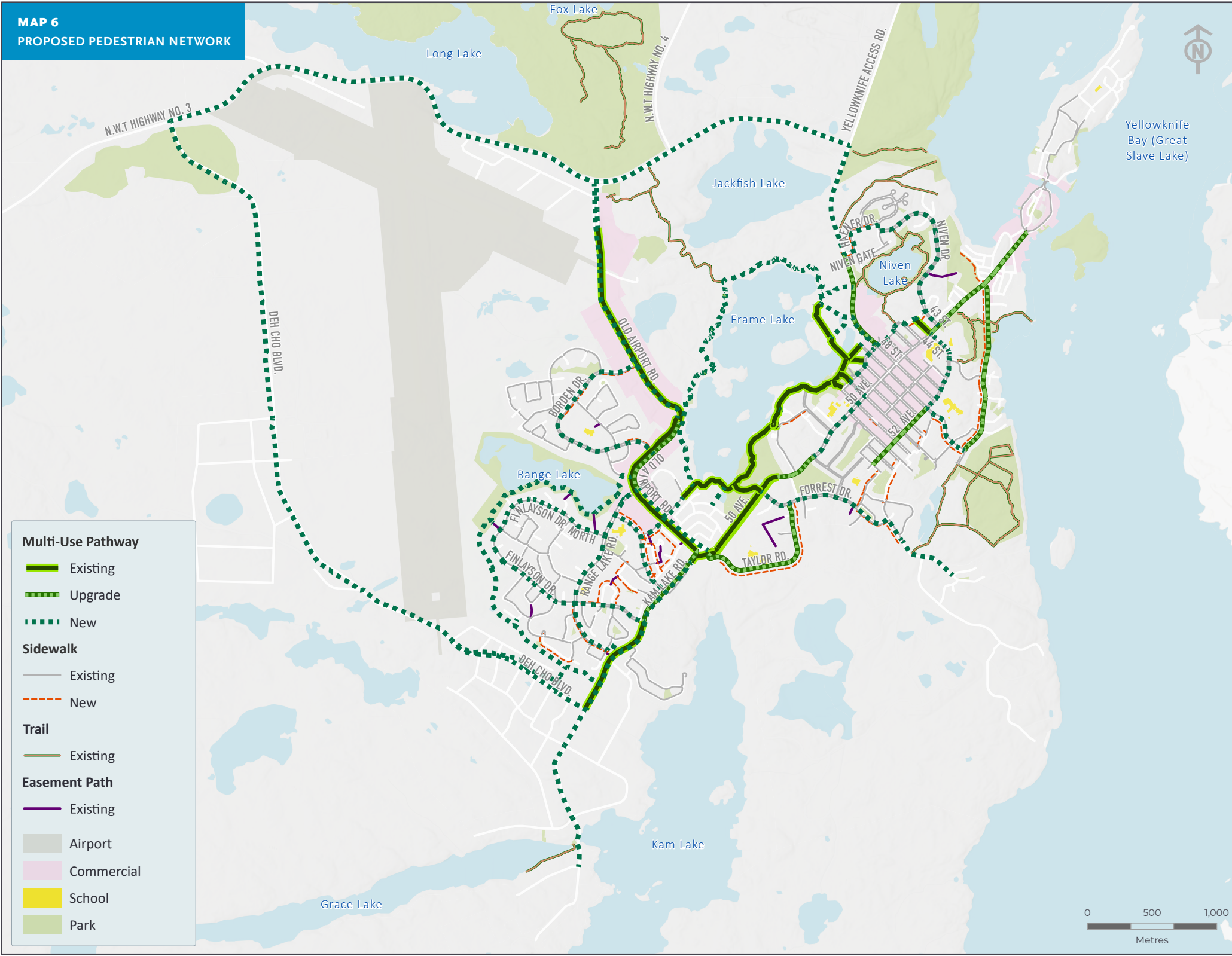
Trail

- Existing

Easement Path

- Existing

- Airport
- Commercial
- School
- Park



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STRATEGY 2.2: Develop a Cycling Network for People of All Ages and Abilities

Creating a comfortable, complete, and connected network of cycling facilities is critical to encouraging more people to cycle. For cycling to become a realistic and attractive transportation option, cycling routes must be direct, intuitive, and connect people to key community destinations such as schools, parks, employment areas, commercial centres, and recreational facilities. Given that children and youth make up a significant portion of cycling trips made in Yellowknife, it is particularly important to ensure that safe and comfortable cycling routes are provided to key destinations for children and youth such as schools, parks, and community and recreation facilities.

Yellowknife's cycling network currently includes a variety of facility types, including off-street multi-use pathways, off-street bicycle paths, on-street painted bicycle lanes, signed bicycle routes, and paved shoulders. The various facility types can be challenging for people cycling to navigate. Routes often require users to transition frequently between different facility types, resulting in an inconsistent and sometimes confusing experience. In addition, many existing facilities do not meet current best practice design guidance.

The cycling network has also developed incrementally and in an ad-hoc manner, leading to incomplete segments and gaps in connectivity. As a result, there are opportunities to both fill network gaps and upgrade existing and future cycling facilities to better align with best practice design guidance and provide a safer, more comfortable experience for people of all ages and abilities.

Expanding and enhancing Yellowknife's cycling network will also require increased operating and maintenance resources. This includes ongoing investments in snow clearing, vegetation management, wayfinding and regulatory signage, and enforcement support from Bylaw Services and the RCMP.

The Community Survey responses found that the top **three barriers** to cycling in Yellowknife are:

- Lack of on-street cycling routes and infrastructure;
- Cycling routes are not physically protected from vehicular traffic; and
- Lack of off-street cycling routes.

The Community Survey responses found that the top **three opportunities** to improve cycling are:

- More multi-use pathways;
- More on-street bicycle lanes that are physically separated from traffic; and
- More bicycle parking and end-of-trip facilities.

Map 7 provides an overview of the proposed cycling network. **One action** has been developed under the strategy **Develop a Cycling Network for People of All Ages and Abilities** as summarized below.

Action 2.2A:

Develop a complete and connected cycling network that is comfortable for people of all ages and abilities

The Community Survey found that the top opportunities to improve cycling were to provide more multi-use pathways and more protected bicycle lanes that are physically separated from traffic. Similarly, the Youth Survey identified expanding the cycling network to be the top way to make it easier and safe to cycle around the community among youth.

The City should implement the proposed cycling network as shown in **Map 7**. The cycling network was developed based on the following principles:

- **Comfortable:** The cycling network should be comfortable for people of all ages and abilities, all year round. This means the cycling network should focus on creating an experience that is:
 - » Safe: It minimizes interactions between people walking, cycling, and other users
 - » Secure: It is well-lit and well-maintained year-round

- » Enjoyable: It is a pleasant experience that considers access to nature, street trees, views, and quiet streets
- **Complete:** The cycling network should place all residents within a short cycling distance, and should be continuous and fully connected, allowing people to travel safely and comfortably by bicycle and have a clear and uninterrupted route to follow. *This means the cycling network is:*
 - » A Complete Grid: Target that all residents are within 400 metres of a cycling route.
 - » Direct: Routes should avoid unnecessary jogs unless required to address topography or to access destinations
- **Connected:** The cycling network should connect to all neighbourhoods and major destinations. *This means the cycling network considers connections to the following destinations:*
 - » Schools
 - » Parks
 - » Commercial areas
 - » Community facilities
 - » Hospitals

The proposed cycling network is made up of the following two types of facilities:

- **Multi-Use Pathways:** Multi-use pathways are facilities that are physically separated from motor vehicles and can be located within the road right-of-way or within parks and open spaces. They provide sufficient width to be used by people walking, cycling, and other forms of active transportation such as in-line skating and jogging. Multi-use pathways are an effective facility on roads or in off-street locations where right-of-way is available. They can be installed parallel to a major roadway, within a park, or along a utility corridor or rail line.

- **Neighbourhood Bikeways:** Neighbourhood bikeways are streets with low motor vehicle volumes and speeds that have been enhanced to varying degrees to prioritize bicycle traffic. Because motor vehicle volumes and speeds are relatively low, neighbourhood bikeways can be comfortable facilities for people of all ages and abilities. Neighbourhood bikeways should have traffic speeds of 30 km/h or less (posted and operating speeds) and traffic volumes of less than 1,000 vehicles per day, and desirably less than 500 vehicles per day. A range of typical treatments are used to create safe and comfortable local street bikeways. Each corridor will use a different suite of treatments based off the existing motor vehicle traffic volumes and speeds

The proposed cycling network also includes a “**Core Network**” that forms a spine throughout the City. Recognizing Yellowknife’s winter climate, this Core Network emphasizes the most important corridors that should be prioritized for winter maintenance. Other corridors may also be maintained in the winter subject to resource and funding availability.

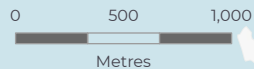
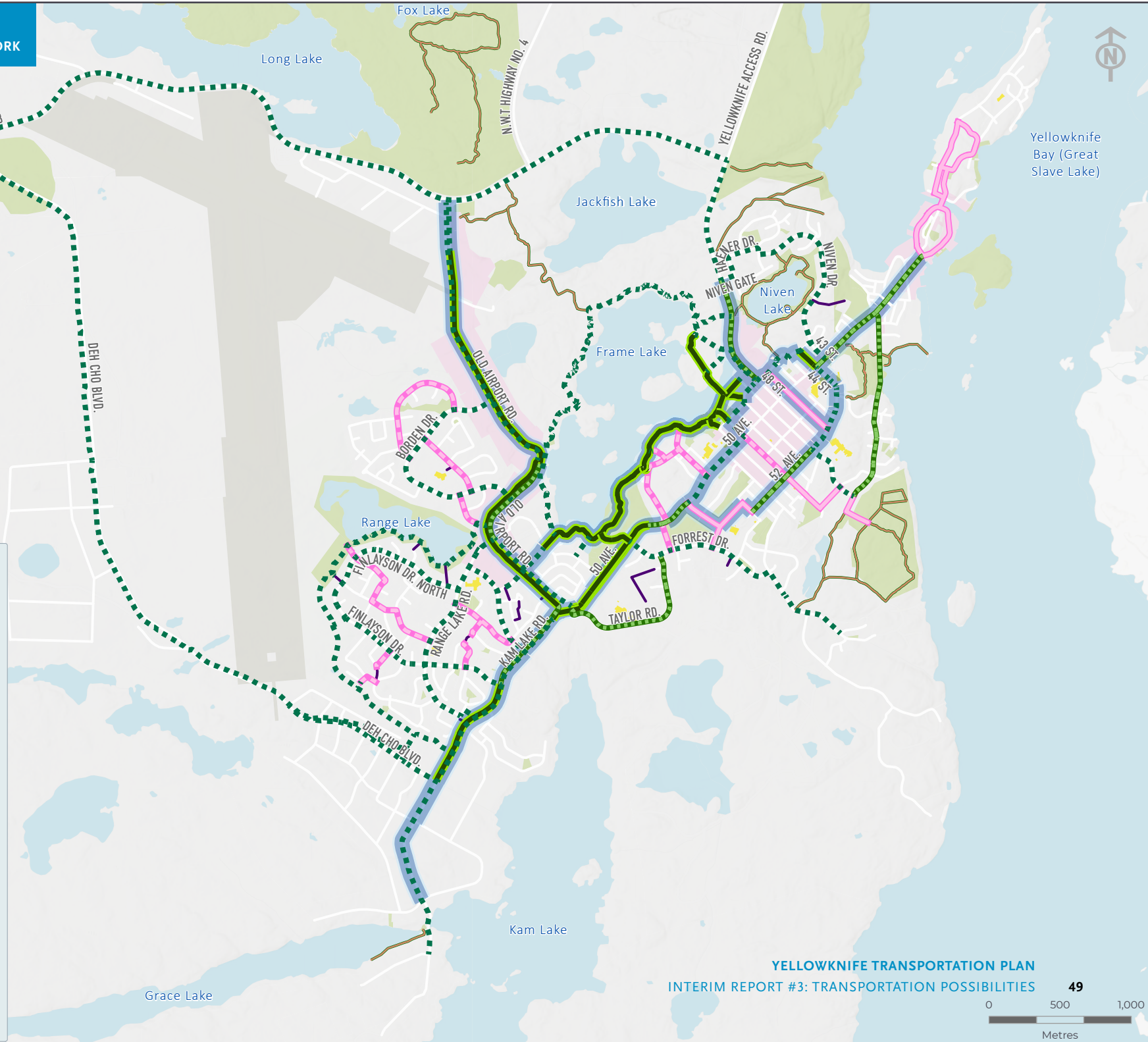
The proposed cycling network is shown in **Map 7**.

As the cycling network is implemented, the City should fill in cycling network gaps through capital investments and seek opportunities to implement things as a part of new development and infrastructure projects. Where multi-use pathways are less than 3.0 metres wide, the City should pursue opportunities to widen them to a minimum width of 3.0 metres where feasible.

As new cycling infrastructure is implemented, careful attention must also be given to intersection design and treatments. Intersection improvements should be explored to enhance safety and comfort for people cycling. This may include designated waiting areas at intersections, signage to alert motor vehicle drivers to the presence of cyclists, accessible push buttons to activate signal phases, and clear conflict zone markings where cycling and motor vehicle movements intersect.

MAP 7
PROPOSED CYCLING NETWORK

- Core Network
- Multi-Use Pathway**
 - Existing
 - Upgrade
 - New
- Neighbourhood Bikeway**
 - Upgrade
 - New
- Trail**
 - Existing
- Easement Path**
 - Existing
- Airport
- Commercial
- School
- Park



STRATEGY 2.3: Enhance Trails and Pathways

Trails and off-street pathways are a core component of Yellowknife's transportation network and play a critical role in supporting walking, cycling, and other forms of active transportation.

Through the Community Survey, Yellowknife residents identified trails and pathways as one of the most loved features of the city. Community members also identified various ways to improve trails and pathways

Yellowknife has a network of trails and pathways that are deeply embedded in daily life and community identity. The Frame Lake Trail, located at the heart of the city, functions as a key transportation corridor connecting neighbourhoods, employment areas, downtown, and other important community destinations. Other trails, such as the Niven Lake trail, provide key neighbourhood connections and recreational access for residents. Off street pathways also play an important role in linking residential areas to sidewalks, cycling facilities, and the broader active transportation network.

While trails and pathways are a key feature of Yellowknife's active transportation network, many were not originally designed to function as formal, year round active transportation routes. Some trails are unpaved, lack lighting or wayfinding, or have limited and unclear connections to sidewalks and cycling facilities. These limitations can reduce accessibility, comfort, and usability particularly during winter months and periods of reduced daylight.

Trails and pathways are shown on both the pedestrian and cycling network maps (**Map 6** and **Map 7**).

Six actions have been developed under the strategy **Enhance Trails and Pathways** as summarized below.



Action 2.3A:

Establish a Trail and Pathway Classification and Maintenance Framework

The City should develop a Trail and Pathway Classification and Maintenance Framework to clearly define the role, function, and design of trails and pathways. This framework should establish trail and pathway classification and types based on factors such as activity types, level of development, and design parameters such as widths and surface type.

The framework should also clearly document maintenance standards and responsibilities, including roles and expectations related to snow clearing, surface maintenance, vegetation management, and lighting. Responsibilities should clearly be assigned across City departments and external partners where applicable to ensure consistent maintenance and year-round use. Establishing this framework will help ensure trails and pathways function as safe and comfortable components of Yellowknife's transportation system.

An example of the proposed trail and pathway classification is provided below.

Trail Type	Trail Description	Primary Mode	Primary Purpose	Width	Surface	Year-Round Considerations
1	Nature Trail	Walking	Recreation	At least 1.25 metres	Natural surface	No lighting or winter maintenance required
2	Recreational Trail	Walking, Mountain Biking	Recreation	At least 2.0 metres	Gravel or compacted aggregate	No lighting or winter maintenance required
3	Recreational Motorized Pathway	Walking, Rolling, Cycling, and Motorized Users (snowmobiles, ATVs) Walking, Mountain Biking	Transportation	At least 3.0 metres	Unpaved	No lighting or winter maintenance required
4	Multi-Use Pathway	Walking, Rolling, and Cycling (including e-bikes and e-scooters)	Transportation	At least 3.0 metres	Paved	Lighting and winter maintenance required

Action 2.3B:

Upgrade unpaved trails to paved multi-use pathways where they are part of the active transportation network

Paving key trail and pathway segments will improve accessibility, safety, and comfort for people of all ages and abilities, including those using mobility aids, bicycles, strollers, and other wheeled devices.

Across the City, several unpaved trails provide important neighbourhood and City wide connections but are currently only accessible by walking or mountain biking. Examples include portions of the Frame Lake Trail, the connection between Niven Drive and Fritz Theil Memorial Park, and the Deh Cho Trail. Upgrading these routes to paved multi use pathways would enhance connectivity, provide more direct travel routes, and make active transportation a more convenient and practical transportation option (**Map 6**).



Action 2.3C:

Provide wayfinding on trails and pathways

Clear and consistent wayfinding supports navigation by helping people identify destinations, understand distances, and make informed route choices within the active transportation network. Enhanced signage can provide clear navigational cues, including directions, key connections, and designated winter routes that receive priority maintenance. Tools such as illuminated signage, reflective markers, and high-contrast wayfinding elements can further improve visibility and orientation in winter conditions.

Yellowknife currently has a variety of wayfinding elements related to active transportation, including welcome signage at city entry points, information kiosks at key locations such as City Hall, Downtown, Old Airport Road, and Old Town, directional trail and roadway signage, and interpretive signage highlighting natural features and historical significance. While these elements provide valuable information, wayfinding varies by location and facility type and is not always consistent between trails, pathways, and streets.

The City should continue to implement the Wayfinding Strategy and pursue a more coordinated and consistent approach to active transportation wayfinding. Wayfinding standards, branding, and sign typologies should be applied consistently across the network to create a cohesive user experience, clearly identify permitted transportation modes, and highlight transitions between facility types.

The City should undertake a review to understand existing active transportation wayfinding in the community. This review will document information such as the location, type, year of install, and information on wayfinding. Based on this review, the City should review and update the Wayfinding Strategy from an active transportation perspective and ensure it reflects new active transportation routes and best practices. Wayfinding design and placement should reflect Yellowknife's northern context, with consideration given to winter conditions, snow storage and clearing, durability, and visibility during reduced daylight hours.

Action 2.3D:

Convert and formalize wide sidewalks and shoulders to multi-use pathways

Multi-use pathways are paved, off-street facilities that are physically separated from motor vehicles and are designed to accommodate people walking, cycling, and rolling.

In several areas in the city, wider sidewalks with adjacent gravel boulevards and paved roadway shoulders already function informally as multi-use pathway connections. Portions of Old Airport Road and 50 Avenue between Forest Drive and Old Airport Road operate as multi-use sidewalks. While they have a similar function as multi-use pathways, they are not clearly designated and are typically narrower than standard multi use pathways. In many cases, however, the adjacent gravel boulevard provides sufficient space to widen and formalize these corridors as multi use pathways. Similarly, paved shoulders along corridors such as Deh Cho Boulevard and Highway 3 are used by people cycling but lack the separation, width, and design features to provide a comfortable experience for people of all ages and abilities.

As shown on **Map 6** and **Map 7**, the City should identify opportunities to convert and formalize select wide sidewalks and paved shoulders into designated multi-use pathways. This may include reconfiguring cross-sections to provide physical separation from motor vehicles, increasing widths by paving the gravel boulevard, and adding clear pavement markings, signage, and wayfinding to define shared use and indicate permitted transportation modes.

Action 2.3E:

Ensure trails and pathways have adequate lighting that meets the trail and pathway classification

Adequate lighting is essential to ensuring that multi-use pathways feel safe, comfortable, and accessible for people of all ages and abilities to use year-round. Given Yellowknife's northern context, lighting is particularly important to support walking and cycling during the darker winter months and periods of reduced daylight. Well-designed lighting not only improves visibility but also enhances personal safety and user comfort.

Lighting design should consider durability, dark sky compliance, appropriate pedestrian scale lighting, ease of maintenance, and reliable performance in extreme cold and winter conditions. Lighting should be designed to illuminate travel surfaces, access points, and conflict areas without creating excessive glare or light spill.

Street lighting is currently provided through the Development & Design Standards Manual, with requirements based on road classification. As outlined in **Map 6** and **Map 7**, the City should provide lighting on multi-use pathways that form part of the active transportation network and/or any pathways classified as Type 4 pathways from the trail and pathway classification (**Action 2.3A**).

To support implementation, the City should conduct a review and inventory of existing lighting along trails and pathways to document lighting types, locations, and conditions. This review should identify gaps and prioritize locations where additional lighting may be warranted, such as along key trails and pathways, at crossings and intersections, near transit stops, and in higher-use areas such as downtown. The City should seek opportunities to integrate lighting upgrades with other capital projects, roadway improvements, and trail upgrades.

The City should also explore innovative lighting approaches to enhance visibility and navigation, particularly in winter conditions. This may include the use of illuminated or projected wayfinding, such as ground-based lighting that highlights routes or directions, as well as reflective or interactive design elements that improve orientation and user experience in low-light environments.

Action 2.3F:

Utilize cut-throughs for active transportation

Cut-throughs are parcels of land where access is granted for purposes such as utilities and drainage and which may present opportunities for pedestrian and cycling connections. Some cut-throughs may be candidates for active transportation, as some are already being used informally as walking or cycling paths providing direct, off-street connects between streets and neighbourhoods. Leveraging cut-throughs can help fill gaps in the active transportation network and reduce travel distances.

The City should explore opportunities to utilize existing cut-throughs to support and expand the active transportation network. The City should assess cut-throughs to determine their suitability for active transportation, considering factors such as easement width, surface condition, ownership, existing use, lighting, and maintenance. Where cut-throughs connect to streets or other active transportation facilities, clear signage and pavement markings should be provided to support safe transitions and to alert motor vehicle drivers to the presence of people walking and cycling entering or crossing the roadway. Where appropriate, the City should work with landowners, utility providers, and other interest holders to formalize easements for active transportation and ensure maintenance responsibilities are clearly defined.

STRATEGY 2.4: Maintain Multi-Use Pathways Year-Round

Ongoing and regular maintenance of existing and new infrastructure throughout the year is critical to promoting and encouraging active transportation. Active transportation infrastructure that is not well maintained becomes inaccessible and less desirable for people walking, cycling, and rolling. Maintenance should be front-of-mind throughout all stages of the planning, design, and implementation process. Undertaking ongoing rehabilitation and maintenance and improving the accessibility of existing infrastructure also needs to be an important focus.

As the active transportation network is implemented and there are more facilities, this will affect the City's operation and maintenance budget. Increasing operations and maintenance budget is essential when approving new capital projects.

As with any new infrastructure investment, the installation of more cycling infrastructure can carry significant long-term operations, maintenance, and renewal cost dependent on facility type. These lifecycle cost implications should be considered alongside benefits during capital project planning and decision-making.

Three actions have been developed under the strategy **Maintain Multi-use Pathways Year-Round** as summarized below.

Action 2.4A:

Develop an Active Transportation Maintenance Priority Network

The City does not currently have a dedicated process to clear on-street cycling facilities; instead, on-street cycling facilities are prioritized for clearing based on the City's standard winter road maintenance practices. As such, many on-street cycling facilities are not adequately cleared throughout the winter.

The City should develop an Active Transportation Winter Maintenance Priority Network that identifies a hierarchy of active transportation facilities across all seasons. This network should identify priority routes for different types of maintenance, recognizing that priorities may vary between winter and non-winter conditions.

In winter, priority routes would guide snow and ice clearing for key sidewalks, cycling routes, and multi-use trails. In non-winter months, the network would support activities such as sweeping gravel and debris, vegetation management, drainage and ponding mitigation, and surface repairs.

Establishing a clear, seasonally responsive prioritization framework will help ensure that active transportation infrastructure is maintained to a consistent standard, supporting safe, comfortable, and reliable travel year-round.

Action 2.4B:

Formalize a Snow and Winter Road Maintenance Policy to outline winter snow maintenance procedures for active transportation

Currently, property owners are responsible for clearing snow and ice from sidewalks adjacent to their properties in the downtown area in the Highway Traffic Bylaw. Cycling and multi-use facilities are not explicitly included in the City's snow and winter road maintenance program. While information about winter maintenance activities, methodologies, and priorities is available on the City's website, it is not consolidated within a single, formal policy document.

To align with the Climate Action Plan (2026), the City should expand the Highway Traffic Bylaw sidewalk snow clearing section to all areas of the City and investigate how to improve and enforce compliance.

The City should also formalize a Snow and Winter Road Maintenance Policy to clearly outline winter maintenance procedures, priorities, and responsibilities for roads, sidewalks, and active transportation infrastructure, including cycling and multi-use facilities. To support this, the City should review its existing snow and winter road maintenance activities, methodologies, and prioritization practices and consolidate this information into a clear, publicly accessible policy document. The policy should establish transparent prioritization criteria tied to the City's updated street classification system (**Strategy 1.1**) and other key considerations, such as proximity to schools, community facilities, and bus stops.

As the active transportation network continues to expand, the City should periodically review and update the policy to ensure it remains responsive to changing infrastructure, climate patterns, and community needs, including consideration of sidewalk maintenance responsibilities where appropriate.



Action 2.4C:

Inspect active transportation facilities year-round to ensure they are well-maintained

The City should inspect active transportation facilities on a regular, year round basis to ensure they are safe, functional, and well maintained. As new active transportation facilities are constructed, they should be added to a centralized GIS based inventory of active transportation infrastructure, which should be updated annually as part of the City's asset management program.

The inventory should document each asset's key attributes which may include:

- Facility type;
- Surface material;
- Width;
- Length;
- Installation year; and
- Last inspection date.

Active transportation facilities should be inspected at least annually to identify maintenance needs related to surface condition, sightlines, vegetation overgrowth, drainage, snow and ice impacts, and other obstructions that may affect safety and accessibility. The City should develop an approach to prioritize and implement maintenance and repairs across the active transportation network.

The City should continue to monitor the Click and Fix YK platform and encourage community members to report maintenance concerns related to City owned streets and active transportation facilities. The City should also provide clear information to help residents understand how to request maintenance for streets and facilities under the jurisdiction of the GNWT.

STRATEGY 2.5: Encourage Micromobility and Other Forms of Active Transportation

Micromobility is an umbrella term encompassing a variety of small, lightweight, and low-speed devices that facilitate human transportation. This includes devices such as bicycles, e-bikes, cargo bikes, e-scooters, skateboards and more.

Under the GNWT Motor Vehicles Act, e bikes are classified as power assisted bicycles and are generally subject to the same rules of the road as conventional bicycles. Municipal bylaws may further regulate where and how e bikes operate within city limits. In contrast, there is currently no GNWT legislation that clearly defines or regulates e scooters, resulting in a regulatory gap.

As micromobility continues to evolve and grow, the City should stay up to date with changes and how other jurisdictions are addressing these modes.

Three actions have been developed under the strategy **Encourage Micromobility and Other Forms of Active Transportation** as summarized below.

Action 2.5A:

Update regulations and bylaws to integrate micromobility users on trails and roadways

The City should review and update relevant regulations, bylaws, and guidance to better integrate micromobility users into Yellowknife's road, trail, and pathway network in a way that prioritizes safety, accessibility, and clarity for all users.

The City should work with the GNWT to stay informed on legislative developments related to micromobility and explore opportunities to have an e-scooter pilot on municipal streets and pathways.

To align with the Climate Action Plan (2026), the City should also review and update its Highway Traffic Bylaw to provide clearer direction on where micromobility devices such as e-bikes, rollerblades, skateboards, and bicycles are permitted to operate while considering safety and user comfort. This review should also consider permitting children to ride bicycles on sidewalks in clearly defined circumstances either through age-based or bicycle size-based allowances, recognizing how

younger riders may not have the skills or confidence to safely cycle on street or in areas without protected infrastructure.

To support implementation and public understanding, the City should update trail, pathway, and on street signage to clearly indicate permitted micromobility uses, expected user behaviour, and any location specific or seasonal restrictions.

Action 2.5B:

Develop policy and guidelines to regulate motorized users on off-street pathways

Off-street trails and pathways in Yellowknife often serve multiple functions and support a variety of activities throughout the year. Depending on the season, these routes may be used by people walking, cycling, skiing, snowshoeing, and, in some locations, by motorized users such as snowmobiles and all-terrain vehicles (ATVs).

The City should develop a policy and guidelines to regulate the use of motorized devices such as snowmobiles and ATVs on off-street pathways to improve safety and accessibility for all users. Through this, the City should identify and designate appropriate routes for snowmobile and ATV use. Clear signage and mapping should also be used to communicate permitted uses and user expectations.

Action 2.5C:

Support community initiatives to provide winter-based active transportation, such as cross-country skiing

Yellowknife is an active, outdoors-oriented community. During winter months, some gravel trails and pathways become winter multi-use corridors such as snowmobile routes and cross-country ski trails.

The City should continue to support community-led initiatives that support winter-based active transportation such as cross-country skiing and snowshoeing. Support may be in the form of coordination with community groups. To improve clarity and consistency of what activities may be permitted on which trails, the City should provide clear and consistent signage to indicate permitted uses (e.g., walking, cross-country skiing, multi-use) to outline expected user behaviour and any seasonal restrictions. This can help reduce conflicts between different user groups and improve wayfinding during winter months with reduced daylight and visibility.

STRATEGY 2.6: Provide Bicycle Parking

The Community Survey found that providing more bicycle parking was one the most frequently cited opportunities to improve cycling in Yellowknife.

There are generally two bicycle parking types: **short-term bicycle parking** and **long-term bicycle parking**:

- **Short-term bicycle parking** is generally intended for people stopping for two hours or less such as shoppers, people running errands, or visitors. They are found at sidewalks, commercial destinations, schools, and civic facilities. This includes bicycle racks such as Inverted U and Post and Ring racks, as well as bicycle corrals.
- **Long-term bicycle parking** is generally intended for people stopping for two hours or more such as commuters, employees, and residents in multi-family housing. They are typically inside or near workplaces, civic facilities, schools, transit hubs, or multi-family residential buildings. They may be in the form of bike lockers or indoor bike rooms.

Bicycle racks can be found throughout downtown Yellowknife and at city-owned facilities such as City Hall and the Aquatic Centre, and parks. However, bicycle parking can be harder to find and less visible outside of these areas. Additionally, the City's Zoning Bylaw does not differentiate between short-term and long-term bicycle parking. There are opportunities to update bicycle racks and relocate bicycle racks to ensure they can be accessed from all sides and are intuitive to the user.

Access to secure bicycle parking reduces the fear of theft or vandalism, providing people with a peace of mind.

Three actions have been developed under the strategy **Provide Bicycle Parking** as summarized below.

Action 2.6A:

Review and update requirements for short-term and long-term bicycle parking

To align with the Climate Action Plan, the City should review and update its Zoning Bylaw to clarify and strengthen requirements for bicycle parking and end-of-trip facilities and expand to areas without off-street parking minimums. While the Zoning Bylaw currently includes bicycle parking requirements, it does not clearly distinguish between short-term and long-term bicycle parking or provide detailed design guidance for each type.

The City should define clear requirements for short term and long term bicycle parking, including increasing minimum requirements that address usability, security, accessibility, weather protection, and placement in the Zoning Bylaw.

Updated bicycle parking should be aligned with land use types identified in the Community Plan, ensuring that standards reflect current and anticipated development patterns.

Action 2.6B:

Upgrade existing short-term bicycle parking to high-quality, winter-friendly racks, and expand bike parking at civic facilities and priority cycling destinations

Existing bicycle parking in Yellowknife is challenging to clear during the winter and does not meet best practice design guidance. Upgrading existing racks and expanding bicycle parking at key destinations will help reduce barriers to cycling and improve the overall user experience.

The City should upgrade existing short-term bicycle parking to high-quality, durable rack types that securely support the bicycle frame and are easy to use for a wide range of users, including those with larger bicycles.

Action 2.6C:

Implement bicycle parking within the public right-of-way in the downtown, Old Town and other key destinations.

The City should expand the availability of bicycle parking within the public right-of-way in the downtown, Old Town, and other key destinations. The City should rapidly implement bicycle parking in these areas, including ensuring that at least two bicycle racks are provided on every block in the downtown core, including a downtown bicycle parking hub with at least eight bicycle racks at the intersection of 50 Street and 50 Avenue. In addition, bicycle racks should be provided at all City-owned locations, including City Hall, the Aquatic Centre, Fieldhouse, Multiplex, and Public Library and at entrances to the Frame Lake Trail and Niven Lake Trail. The City should also encourage other public agencies to provide bicycle parking, including at all schools, the Prince of Wales Northern Heritage Centre, and the Legislative Assembly of the Northwest Territories.





THEME 3: TRANSIT

Background

Transit benefits those who choose to use it as well as those who have no other option. Transit provides an essential service for many community members. For people who do not drive, transit can be a very important option for getting to work, school, shopping areas, and recreational centres.

Conventional transit service in Yellowknife is known as YK Transit. The public transit system is operated by a private company that is responsible for the provision, maintenance, and operation of public transit based on transit frequency and service levels established by the City.

In 2020, the City developed a Public Transit Review to explore opportunities to improve the performance of the City's transit services. A new transit system was introduced on October 1, 2024 as a result of this review with a transit system based on three routes. Average ridership has significantly increased since the new transit routes were introduced, with average monthly ridership increasing from 15,356 customers between January 2023 and September 2024 to 23,457 customers from October 2024 to July 2025 – an increase of 53% after the new routes were introduced.

Route 1: YK Connector is the most well-used route, with an average of approximately 15,000 customers per month between January and July 2025, compared to approximately 6,840 customers on Route 2: Borden / Forrest and 2,620 customers on Route 3: Niven Lake.

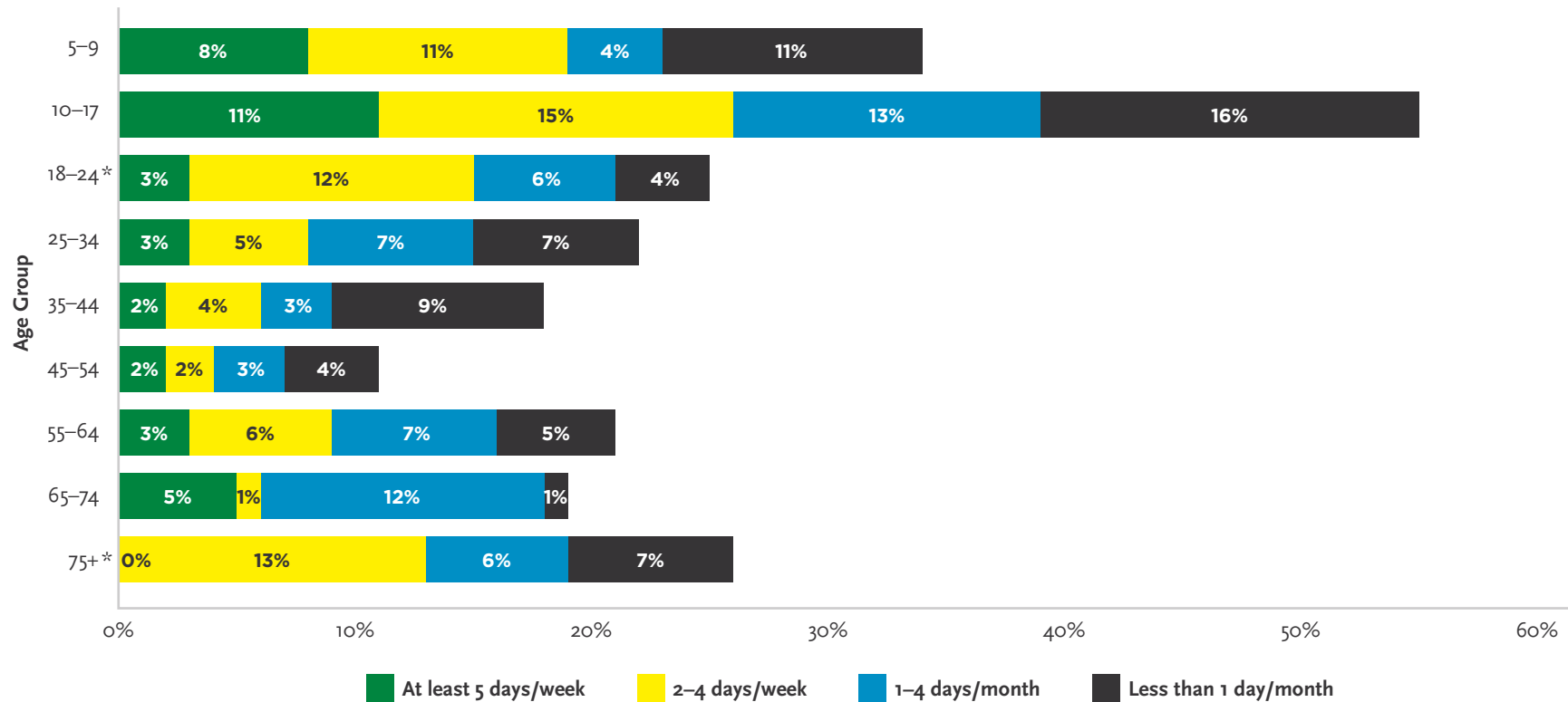
The Household Travel Survey found that transit accounts for 2.3% of all trips made by Yellowknife residents. This mode share varies significantly throughout the City, with a transit mode share of 8% of all trips made by residents living downtown, to 2.8% of trips made by residents in the Range Lake and Frame Lake South neighbourhoods, to 1 – 2 of trips made by residents in the Frame Lake North and Old Town / Niven neighbourhoods. A further 2.0% of all trips are made by school bus. The public transit mode share is highest among residents living downtown, making up 8% of all trips, compared to 1-2% among residents in most other neighbourhoods.

Overall, 17% of surveyed household members were reported to take transit at least once per month, including 4% who take transit daily. The most frequent transit users are children, youth, and seniors, including 39% people aged 10 to 17 who use transit at least one day per month.



Frequency of Transit Use by Age Group

(Source: Household Travel Survey, 2025)



Sample sizes range from n=54 to n=339. Percentages for “never take the bus” are not shown.

*Interpret results for 18-24 and 75+ with caution due to modest sample sizes (n=50, n=54 respectively).

Children 12 years of age and under travel on YK Transit for free, and there are separate fees for school bus passes. 6% of people aged 13 years and older have a transit pass, with women being more likely than men to have a transit pass (7% of women compared to 4% of men). Transit pass uptake is highest amongst children and youth aged 13 to 19 (average 17%), then drops significantly into adulthood, but increases again for people aged 50 and over, arriving at 11% for those 70+ years of age.

STRATEGIES AND ACTIONS

The plan includes **three overarching strategies** for **transit**:

STRATEGY 3.1: Improve Transit Service

STRATEGY 3.2: Enhance the Transit User Experience

STRATEGY 3.3: Improve Transit Accessibility

This section summarizes actions to improve transit in Yellowknife as it relates to each of these three strategies.



STRATEGY 3.1: Improve Transit Service

Ensuring that transit service is reliable and efficient is one of the most important components of making transit a competitive alternative to driving and increasing transit ridership.

The City's transit network is made up of three transit routes, including one main connector route and two neighbourhood routes that provide local services throughout Yellowknife. Most transit routes operate six days a week from Monday to Saturday between 6:30 am to 7:30 pm. Transit service is not provided on Sundays, statutory holidays, or at night. Transit frequency is typically provided every 20–40 minutes in the morning and afternoon peak periods, and every hour during the mid-day periods and on Saturdays.

The Community Survey responses found that the top **barriers to transit** in Yellowknife are:

- Transit isn't frequent enough or doesn't meet my schedule;
- There is limited transit service to get to destinations; and
- Transit does not take me where I want to go.

The top three things that would **encourage people to use transit more often** are:

- More frequent transit service;
- More transit service on weekends and evenings; and
- More transit routes within Yellowknife.

Seven actions have been developed under the strategy **Improve Transit Service** as summarized below.

Action 3.1A:

Ensure the transit network connects with all major destinations in the City

The City should consider adding new bus stops at the destinations shown in **Map 8**. In addition, as new developments occur, the City should continue to ensure that any new transit routes provide direct access to key destinations such as schools, parks, community facilities, and commercial areas, and that residents of new developments have access to a bus stop within a 400 metre distance.

Action 3.1B:

Ensure all new large-scale development areas have transit service within a five-minute walking distance

For new large-scale development areas, the City should ensure that street layout and neighborhood design support future transit service. Transit routes and stop spacing should be periodically reviewed in response to factors such as population growth, development intensity, ridership demand, and network performance. When conditions warrant service expansion or adjustment, these reviews should be used to guide route changes and help achieve a long-term objective of most residents being within a 400 metre walking distance of a bus stop.

Action 3.1C:

Improve transit service frequency during peak periods

Transit frequency is typically provided every 20-40 minutes in the morning and afternoon peak periods. To make transit a more attractive option than driving to, from, and within Yellowknife, the City should increase service frequencies to desired service levels of at least 15 minutes during peak periods as routes are reviewed and updated to meet desired service levels.

Action 3.1D:

Improve transit service during off-peak periods, including weekends, evenings, and holidays

Most transit routes operate six days a week from Monday to Saturday between 6:30 am to 7:30 pm. Transit service is not provided on Sundays, statutory holidays, or at night. Transit service is typically provided every hour during the mid-day periods and on Saturdays. The City should provide transit service with desired service levels of at least 30 minutes during off-peak periods and on Saturdays. The City should also introduce transit service on Sundays and evenings until 11:30pm with desired service levels of at least 30 minutes.

Action 3.1E:

Increase transit service levels to correspond with population increases

The City should continue to increase transit service levels as its population grows. The City currently provides approximately 0.6 revenue vehicle hours per capita per year. At minimum, the City should aim to meet the average of similar sized communities of 0.8 revenue vehicle hours per capita, and ensure that this is maintained as the City's population increases.

Action 3.1F:

Work with hotels and major employers to encourage increased shuttle service to the airports and remote destinations

Shuttles typically operate a semi-fixed route designed to solve a specific problem and can be tailored to a variety of contexts. Many hotels offer private shuttle services to and from the Yellowknife Airport. In addition, the transit operator provides private services to provide service to remote destinations. While we heard a desire for fixed transit service to be provided to the airport, this is challenging due to coordination with flight schedules. As such, the City should continue to work with hotels and major employers to support and expand shuttle services as a flexible and responsive option for connecting to the airport and other remote destinations.

Action 3.1G:

Reexamine the feasibility of on-demand transit and/or smaller neighbourhood-based transit vehicles at the next Transit Study

On-demand transit customers use smartphone apps, websites, or a phone number to book transit trips on-demand, similar to ride-hailing. This model can increase the flexibility and coverage of transit services, especially in off-peak times and areas with lower demand. It can also supplement or replace fixed route service, particularly in small communities and suburbs that are hard to serve with traditional transit.

For the City's next Transit Study, the City should reexamine the feasibility of introducing on-demand transit, particularly for off-peak periods such as weekends and evenings (as noted in **Action 3.1D**). In addition, the City could consider purchasing smaller transit vehicles to provide neighbourhood-based transit.





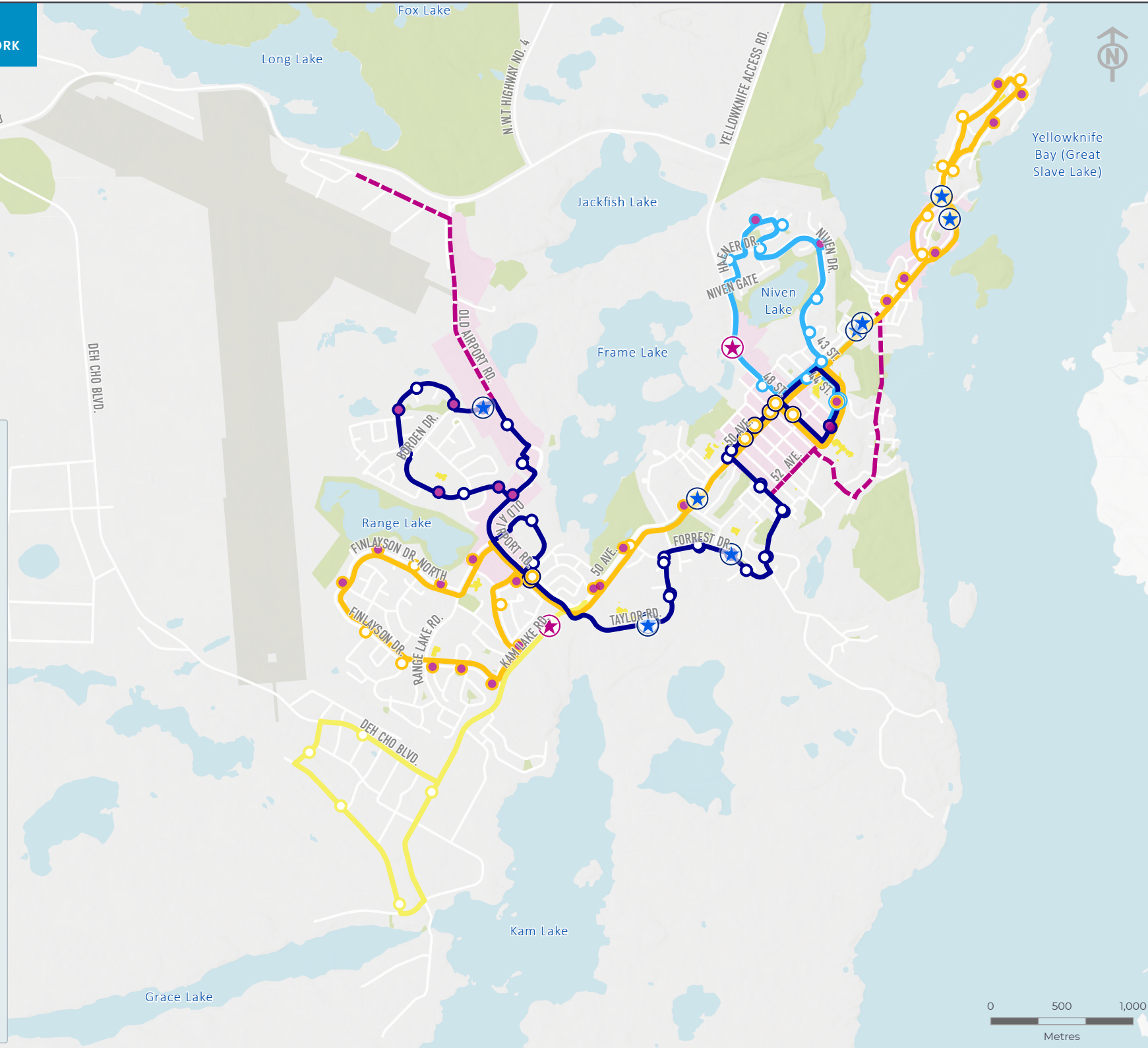
-  YK Connector
-  Borden / Forrest
-  Niven Loop
-  Kam Lake
-  Potential Future Connection

Transit Stops

-  Borden / Forrest
-  Kam Lake
-  Niven Loop
-  YK Connector
-  Proposed Transit Stop

Bus Shelters

- Existing
- ★ Proposed
- Airport
- Commercial
- School
- Park



STRATEGY 3.2: Enhance the Transit User Experience

To make public transit an attractive transportation option, the user experience must be safe, comfortable, and enjoyable. Improving bus stop passenger amenities is one way that the City can make transit use more enjoyable for Yellowknife residents. Amenities that make bus stops and transit exchanges more comfortable can also have a significant impact on passenger safety and satisfaction, in addition to attracting new customers.

Upgrades to transit facility amenities that Yellowknife can include:

- **Benches and Shelters:** Shelters provide protection weather protection, making waits significantly more pleasant. Benches allow people to rest after their walk to the transit stop and are especially important for seniors and people with physical disabilities.
- **Litter/Recycling Bins** help keep the bus stop area clean.
- **Route Information** assists with wayfinding and indicates which buses routes stop at that location.

Two actions have been developed under the strategy **Enhance the Transit User Experience** as summarized below:

Action 3.2A:

Continue to improve shelters and amenities at bus stops

Of the 93 existing bus stops in Yellowknife, 30 (32.3%) have shelters, including 15 bus stops with large shelters and 15 bus stops with small shelters. Over the long-term, the City should provide shelters, benches, litter/recycling bins, and route information at bus stops, where space, roadway responsibility, and operational constraints allow.

Action 3.2B:

Review the transit service fare structure to encourage accessibility and increased ridership

Many communities have implemented fare-free transit, either for some segments of the population such as children and youth, or for all community members. In Yellowknife, several fare reductions and supports are already in place. The City offers discounted fares for seniors, students, people with disabilities, and registered YKFlex passengers using YKFlex service and provides free transit for children aged 12 and under.

Building on these existing initiatives, the City should continue to review the effectiveness, reach, and financial impacts of its discounted and fare free transit programs in the long term. As part of this review, the City may consider whether additional adjustments for equity priority groups or specific routes are appropriate, while recognizing that expanded discounts or fare free programs have cost implications for the transit system and must be balanced with long term service sustainability.



STRATEGY 3.3: Improve Transit Accessibility

Transit must be accessible for everyone. While all conventional transit vehicles are accessible, not everyone is able to use conventional transit. The City also operates YKFlex, an accessible door-to-accessible door custom transit service for people who are unable to use conventional transit with safety and dignity due to a temporary or permanent physical or functional disability. Through community engagement it was noted that more accessible transit service for seniors is desired.

Three actions have been developed under the strategy **Improve Transit Accessibility** as summarized below:

Action 3.3A:

Provide more flexible booking options for YKFlex

Residents must register for YKFlex by filing out an application form, including a portion that must be completed by a medical professional. Once the application is approved, customers can book their trip by phone between 8:00am and 5:00pm on weekdays and Saturdays. Through the first round of engagement, we heard that this booking system can be challenging due to the limited availability and requirement to use a phone. The City should work with the transit service provider to provide more flexible booking options, including providing an online option to book YKFlex at any time of day.

Action 3.3B:

Ensure website and mobile applications have digital accessibility features, such as screen-reader compatible apps

The City publishes a Transit Rider's Guide on its website, which provides a map of the transit network, schedules for each transit route, and fare payment information. In addition, residents can access real-time transit information using the Passio Go! Mobile application on smartphones. The Passio Go! App provides an interactive platform showing all bus routes and bus stops and displays real-time bus tracking information. However, the website lacks digital accessibility features such as screen-reader compatibility. The City should ensure that its website has adequate digital accessibility features.

Action 3.3C:

Ensure transit operators continue to provide training that supports respectful and inclusive interactions with people with disabilities, Indigenous peoples, and racialized groups

People with disabilities need to be treated with respect by transit operators. However, not everyone is aware of the unique needs and barriers faced by people with different types of disabilities. While the City does not directly train bus drivers, the transit service provider has an existing training program that includes these topics. The City can support respectful and inclusive interactions with people with disabilities, Indigenous peoples, and racialized groups through ensuring transit operators continue to receive appropriate training by outlining this in contract and service requirements.



THEME 4: SUSTAINABLE COMMUTING & TECHNOLOGY

Background

Sustainable commuting refers to managing travel demand in Yellowknife through Transportation Demand Management (TDM) measures, which provide a cost-effective and strategic approach to reducing reliance on single-occupant vehicle travel and managing future growth. Every day, people make choices about the mode of transportation they use and the route they take to get to work. Work-related travel is a significant contributor to traffic congestion, safety concerns, and GHG emissions in Yellowknife, with single-occupant vehicles accounting for nearly three-quarters (71%) of commute trips made by Yellowknife residents. As the City grows and employment continues to concentrate in the downtown and key corridors, managing how people commute is essential to reducing infrastructure pressures, improving public safety, and supporting economic resilience.

Yellowknife's northern climate, seasonal employment patterns, and safety concerns, especially during darker winter months, create significant challenges for sustainable ways of commuting such as walking and cycling. At the same time, the City and other employers can play an important role in shaping commuting behaviour through work schedules, flexibility, communication, and workplace conditions. Even modest supports, such as flexible hours, clear information, or safe and comfortable arrival facilities, can lower barriers and make sustainable commuting options feel more feasible for employees.

TDM is a broad term that refers to a range of infrastructure, policies, and incentives that can help reduce congestion by supporting changes to people's travel patterns and behaviours. TDM is a shared responsibility – while the City plays a critical role by providing infrastructure, employers can also play an important role with their own policies and programs.

There is no single measure that will work for all employers and employees, as all workplaces are unique with different opportunities and challenges, while people all make their own individual travel choices. TDM provides a toolkit of options that employers and employees can consider – where it makes most sense for them – such as traveling by sustainable modes, providing flexible work from home options, traveling at off-peak times, or using different routes

TDM measures typically focus on four key areas:

- **Infrastructure**, such as providing secure bicycle parking, end-of-trip facilities and workplace vehicle fleets;
- **Policies**, such as allowing remote work and providing flexible work arrangements;
- **Incentives**, such as subsidizing transit passes and hosting sustainable transportation competitions or challenges; and
- **Education**, such as education campaigns to learn more about sustainable transportation options available

The Community Survey found strong support for the idea of sustainable commuting. Survey respondents said that, by far, the most significant opportunities to improve driving in Yellowknife were by improving walking, cycling and transit and reducing the need to drive, and encouraging people to drive less.

In addition to TDM measures, emerging transportation technologies also play a critical role in shaping how people travel more sustainably, such as through encouraging car sharing services.



STRATEGIES AND ACTIONS

The plan includes three overarching strategies for **Sustainable Commuting & Technology**:

STRATEGY 4.1: Support and Expand Car Share

STRATEGY 4.2: Support Festivals and Community Events with Multi-Modal Access

STRATEGY 4.3: Support Initiatives to Manage Travel Demand

This section summarizes actions to support sustainable commuting in Yellowknife as it relates to each of these three strategies.



STRATEGY 4.1: Support and Expand Car Share

Car share services increase mobility options and affordability by providing access to motor vehicles without having to purchase a private vehicle. This promotes sustainable transportation choices, allowing residents to make most trips by active transportation and transit and use a car only when required. Two-way car share services need to be picked up and returned to the same spot, whereas one-way car share allows users to start and end a trip anywhere within a designated home zone.

The City sponsors YK Car Share Co-op, a community-owned electric vehicle car sharing initiative that offers personal plans for individuals and corporate plans for teams and organizations. YK Car Share is a two-way car share service where their pick-up and drop-off locations are located at City Hall and at an Outpost location at a car rental store. YK Car Share has two electric vehicles in their fleet available for hourly and daily rentals.

One action has been developed under the strategy **Support and Expand Car Share** as summarized below:

Action 4.1A:

Continue to support the expansion of car share operations throughout Yellowknife

The City should continue to support car share services in Yellowknife, including opportunities to expand operations. This can include providing priority parking locations designated for car share operators at key destinations throughout the City, ensuring car share parking spaces have access to EV chargers, encouraging developers to provide dedicated parking for car share operators, and providing financial support to car share operators. This action supports the Climate Action Plan (2026) action to: “Support car-share program providers in promoting EV use and improving public education on EV functionality in cold climates.”

STRATEGY 4.2: Support Festivals and Community Events with Multi-Modal Access

Yellowknife hosts many unique northern, community, and seasonal events and festivals throughout the year, including the Yellowknife Farmers Market at Somba K'e Civic Plaza, Folk on the Rocks, NWT Pride, and the Snowking's Winter Festival. These events are an important part of community life and attract large numbers of residents and visitors and may create temporary pressure on parking, traffic circulation, and the surrounding streets. Improving multi-modal access can help reduce congestion and parking demand. Events and festivals can also present an opportunity to pilot new approaches, test temporary changes, and try alternative ways of using street space.

One action has been developed under the strategy **Support Festivals and Community Events with Multi-modal Access** as summarized below.

Action 4.2A:

Use temporary street changes during events to pilot future permanent improvements

Temporary street changes implemented during events provide an opportunity to test and evaluate potential long term transportation improvements. These temporary measures may include street closures, new crossings, expanded pedestrian spaces, pop up bicycle lanes, or adjusted vehicle access can help demonstrate how streets can better support walking, cycling, and community gathering.

For previous events such as Folk on the Rocks, the City has implemented temporary street changes to accommodate increased pedestrian activity and safety, and support event programming. These temporary measures have allowed the City, event organizers, and event attendees to experience alternative street configurations.

The City should continue to monitor and evaluate temporary street changes implemented during events to inform future permanent improvements. This may include collecting observations, user feedback, and operational data to assess safety, accessibility, and comfort. Lessons learned from these pilots can help guide the design and prioritization of permanent street upgrades that support active transportation, placemaking, and community use.

STRATEGY 4.3: Support Initiatives to Manage Travel Demand

TDM can offer meaningful benefits for employees, employers, and the broader community by making it easier to choose sustainable commuting year-round. TDM can result in several benefits, including:

- **Employee benefits** can include improved physical and mental health, reduced costs, and a reduced carbon footprint.
- **Employer benefits** can include reduced overhead costs by reducing the demand for employee parking and decreasing costs for operating parking lots, improve employee recruitment and retention, and enhanced public image.
- **Community benefits** can include reduced municipal investment in infrastructure, lower risk of collisions, and opportunities to reallocate space for people, gathering places, and events, contributing to a more livable city.

Embedding TDM into City policies, development processes, and day to day operations helps ensure that growth and travel demand are managed in a way that supports the Transportation Plan. Integrating TDM into development planning and approval processes, while encouraging travel behaviour change through large employers, institutions, and major developments can help reduce vehicle travel and support more sustainable transportation choices.

Three actions have been developed under the strategy **Support Initiatives to Manage Travel Demand** as summarized below.

Action 4.3A:

Integrate TDM requirements into development projects

Opportunities to pursue TDM initiatives should be mentioned in all Transportation Impact Assessments (TIAs), including quantifying the impact of TDM on trip generation and parking demand. TDM opportunities should be identified through considering the City's planned active transportation and transit network to align with the Transportation Plan.

The City should integrate TDM considerations into development review, rezoning applications, and requests for parking reductions. Where appropriate, the provision of effective TDM measures may be used to support reduced parking requirements or alternative development standards, particularly in areas well served by transit and active transportation infrastructure.

Action 4.3B:

Encourage TDM plans for large employers, institutions, and major developments

Large employers, institutions, and major developments generate significant numbers of daily trips and have a strong influence on how people travel to and from work, school, and services. Encouraging these organizations to adopt TDM plans can help reduce single occupant motor vehicle trips, manage parking demand, and support more efficient use of the transportation network.

The City should encourage large employers and institutions to prepare and implement TDM plans, particularly where sites generate high travel demand. TDM plans may also be encouraged through development approvals, rezoning applications, or other planning and permitting processes, and may be used to support requests for parking reductions or alternative development standards.

Action 4.3C:

Support Active Commute Challenges

Many communities provide seasonal commuter challenges to encourage residents to travel by sustainable transportation. For example, the City of Whitehorse has an "Active Commute Whitehorse" program, which is a month-long commuter challenge throughout the month of May every year. The program is designed as a fun, friendly competition to encourage sustainable travel. The City should work with partners to establish an annual commuter challenge to encourage people to travel by sustainable transportation.



THEME 5: CULTURE

Background

Building an inclusive transportation system requires more than infrastructure. Creating a culture of transportation that supports all transportation modes is essential to building awareness, confidence, and long term community support for the implementation of the Transportation Plan.

While “hard” measures such as sidewalks, trails, cycling routes, transit facilities, and roadway improvements are critical to enabling safe travel, they must be supported by a range of “soft” measures that help people understand how to use the transportation system, feel confident navigating it, and see themselves reflected in transportation decisions. Education, encouragement, and community led initiatives help residents learn practical skills, understand travel options, and adopt safe, respectful behaviours across all modes.

These supportive measures are particularly important in Yellowknife, where seasonality, winter conditions, and a wide mix of transportation modes shape how people move throughout the year. Programs that build winter mobility skills, support early learning, celebrate local identity, and promote shared responsibility help ensure transportation improvements are used as intended and deliver long term benefits.



STRATEGIES, POLICIES AND ACTIONS

The plan includes two overarching strategies for **culture**:

STRATEGY 5.1: Build a Foundation for Transportation in Early Years

STRATEGY 5.2: Build a Culture of Transportation Safety, Respect, and Shared Responsibility

This section summarizes actions to build a culture of transportation in Yellowknife as it relates to these two strategies.



STRATEGY 5.1: Build a Foundation for Transportation in Early Years

Early experiences play a critical role in shaping how people move through their communities as they age. Building a strong foundation for transportation in the early years helps children and youth develop the skills, confidence, and independence needed to navigate their neighbourhoods safely and comfortably by walking, cycling, rolling, and using other forms of active transportation.

Findings from the Household Travel Survey highlight the importance of focusing on younger age groups. For example, cycling mode share is highest among children and youth aged 5-9 and 10-14, and the use of sustainable transportation modes (walking, cycling or micromobility, school bus, and transit) is also highest among youth aged 10-14. These patterns suggest that children and youth are already more likely to use active and sustainable modes, presenting an important opportunity to both support existing users and encourage greater participation. Investments that improve the safety, comfort, and connectivity of walking and cycling networks can help ensure that children and youth can travel safely, encourage more students and families to choose active modes, and reinforce travel behaviours that may be carried into adulthood. Maintaining and growing active transportation use among younger age groups can contribute to long-term shifts toward more sustainable travel patterns across the community.

There are limited formal, coordinated school-based or community-based transportation education and awareness initiatives in Yellowknife. This presents an opportunity for the City to work with schools, families, and community partners to support early learning and skill-building that encourages safe, active, and independent travel from a young age. By introducing transportation skills early, children and youth are better equipped to make safe and healthy transportation choices as they grow.

One action has been developed under the strategy **Build a Foundation for Transportation in Early Years** as summarized below.

Action 5.1A:

Support Safe and Active Travel for Children and Youth

Supporting safe and active travel among children and youth can help build lifelong travel habits, improve health and well-being, and increase independence and mobility. By creating environments and supporting programs that make walking, cycling, rolling, and transit safe, convenient, and attractive, the City can help more children and youth travel confidently and independently throughout the community using active and sustainable modes.

The City should work collaboratively with school boards, schools, families, and community partners to identify and address barriers to safe and active travel for children and youth. Potential initiatives may include improving safety, comfort, and connectivity near destinations frequently accessed by children and youth, such as schools, parks, and recreation facilities; promoting the benefits of active and sustainable transportation; supporting pedestrian and cycling skills training; and delivering education and awareness programs that build confidence and encourage behaviour change.

Active and Safe Routes to School programs and school travel planning are examples of initiatives that can support these objectives. These partnership-based approaches help communities understand local travel patterns, identify barriers to walking and cycling, and develop targeted infrastructure, education, and encouragement measures. Other potential initiatives may include walking school buses, bike buses, school streets, play streets, and community events that encourage active transportation and independent mobility among children and youth.

STRATEGY 5.2: Build a Culture of Transportation Safety, Respect, and Shared Responsibility

Building a culture of transportation safety and shared responsibility helps ensure that all users feel confident, respected, and supported, regardless of how they travel. In Yellowknife, people move around the city in many different ways and often share spaces across modes and seasons.

By embedding safety, education, and collaboration into everyday decision-making and community life, the City can foster a culture of transportation safety, respect, and shared responsibility. When various groups come together to shape transportation outcomes, lasting change and culture shift can be achieved. By elevating community voices, supporting education and awareness, and encouraging shared ownership of transportation initiatives, the City can foster safer behaviours and more respectful interactions across the transportation system.

One action has been developed under the strategy **Build a Culture of Transportation, Safety, Respect, and Shared Responsibility** as summarized below.



Action 5.2A:

Develop partnerships with schools, community organizations, non-profit organizations, and cultural groups to co-deliver transportation education and awareness initiatives

The City should develop partnerships with schools, community organizations, non profits, Indigenous governments and organizations, and cultural groups to co deliver transportation education and awareness initiatives that promote safety, respect, and shared responsibility across the transportation system for all road users.

These education and awareness initiatives may focus on topics such as road safety, active transportation skills, winter mobility, transit use, micromobility, and respectful sharing of streets and trails. Initiatives may include partnering with local organizations, schools, employers, and community groups to develop and deliver educational resources, promote available transportation options, and raise awareness of safe travel practices. Targeted campaigns can help build knowledge, confidence, and respect among all road users while encouraging safer and more sustainable travel behaviours.

The City's role may include coordination, providing technical expertise or educational resources, promotion through City communication channels, and supporting access to City facilities and public spaces. Community partners will contribute local knowledge, cultural perspectives, and trusted relationships to help deliver programming that is relevant, inclusive, and effective.

4.0 CLOSING AND NEXT STEPS



This is the third Interim Report prepared as part of the Yellowknife Transportation Plan process and summarizes the proposed long-term transportation plan.

The final Transportation Plan will be shared with Council in Summer 2026.



APPENDIX A:

Summary of Removed Actions



Strategy: Create Complete Communities

ORIGINAL ACTION

Action: Encourage mixed-use development and intensification along Complete Streets corridors and within Priority Nodes

Future growth should prioritize mixed-uses and supportive urban form along Complete Streets corridors and within Priority Nodes, consistent with the Draft Community Plan. Concentrating a wider range of activities and services in these locations helps support walking, cycling, and transit by shortening travel distances and creating environments where sustainable and active modes of travel are convenient and attractive.

Action: Develop multi-modal transportation options within and between Priority Nodes

The Draft Community Plan identifies Priority Nodes as areas planned for future development and targeted multi-modal infrastructure upgrades that support transportation connectivity and strategic growth over time. Within Priority Nodes, people should be able to move easily between transit, pedestrian, and cycling networks. Multi-modal infrastructure should be prioritized within these areas, with clear, comfortable connections provided between Priority Nodes.

Coordinating mixed-use development, intensification, transit service, and high-quality active transportation infrastructure within Priority Nodes will help support shifts toward walking, cycling, and transit, and reinforce these areas as focal points for efficient and sustainable travel in Yellowknife.

RATIONALE FOR REMOVING

- Removed to avoid duplication with the Community Plan Comprehensive Update (2026), where land use and transportation integration will be addressed at a policy level
 - Streamlines the Transportation Plan and improves clarity by reducing the need to cross-reference between multiple documents
 - “Integrated land use and transportation” will be a “foundation.” “Foundations” are cross-cutting principles that support every theme identified in the Transportation Plan and should be applied to the transportation network with broad strokes
-
- Removed to avoid duplication with the Community Plan Comprehensive Update (2026), where land use and transportation integration will be addressed at a policy level
 - Streamlines the Transportation Plan and improves clarity by reducing the need to cross-reference between multiple documents
 - “Integrated land use and transportation” will be a “foundation.” “Foundations” are cross-cutting principles that support every theme identified in the Transportation Plan and should be applied to the transportation network with broad strokes

Strategy: Integrate with New Development

ORIGINAL ACTION

Action: Develop a multi-modal Transportation Impact Assessment (TIA) framework for all large new developments

The City should develop a formalized process for new developments to conduct Transportation Impact Assessments (TIAs). The City does not currently have a formal policy for when TIAs should be conducted, or what should be included in a TIA.

RATIONALE FOR REMOVING

- Removed as it is more appropriately addressed through the Community Plan Comprehensive Update (2026), which provides more direction on the development policies and processes

Action: Ensure that new large-scale developments have a well-connected internal street network and network active transportation facilities

The City has identified areas in the Draft Community Plan to accommodate new large-scale developments. These large-scale development areas present significant opportunities to create developments that support complete communities and that have adequate internal connections, including roadways and active transportation connections. The City should encourage development within these areas that includes higher density land uses and mixtures of land uses, a dense and fine-grained internal street network, sidewalks on both side of all streets, and All Ages and Abilities cycling infrastructure. This should include adequate connection points for all modes to access the new developments from the existing transportation network, as shown in Map 1.

- Removed to avoid duplication with the Community Plan Comprehensive Update (2026), where land use and transportation integration will be addressed at a policy level
- Streamlines the Transportation Plan and improves clarity by reducing the need to cross-reference between multiple documents
- “Integrated land use and transportation” will be a “foundation.” “Foundations” are cross-cutting principles that support every theme identified in the Transportation Plan and should be applied to the transportation network with broad strokes

Strategy: Create Streets for People

ORIGINAL ACTION

Action: Create safe, welcoming, and comfortable places that attract pedestrians and make streets an enjoyable place to be

The City should create safe, welcoming, and comfortable places to make streets attractive and enjoyable. Improving the pedestrian experience can be achieved through measures such as wider and unobstructed sidewalks, boulevards and curb extensions, street trees, pedestrian amenities, public art and historic features, weather protection, enhanced lighting, and wayfinding and pedestrian-scale lighting.

Action: Develop a policy and guidelines for seasonal patios and parklets

In response to COVID 19, many communities introduced temporary patio and parklet programs to support local businesses and create more flexible, people-focused public spaces. Since then, communities have continued to permanently implement these programs. In Yellowknife, outdoor patio spaces have been implemented in the past few years, with limited long-term uptake by businesses.

Building on this experience, the City should develop a clear and consistent seasonal policy and a set of guidelines for patios and parklets to support vibrant streets and public spaces while reflecting local conditions. The policy and guidelines should define program goals and objectives, outline eligibility and application processes, clarify roles and responsibilities, and establish design, accessibility, safety, and maintenance standards to ensure high quality, well integrated installations in the city. Particular considerations should be given to seasonality and winter maintenance operations.

RATIONALE FOR REMOVING

- Removed as an action is better positioned as a part of the “complete streets” “foundation” instead of as a standalone item. “Foundations” are cross-cutting principles that support every theme identified in the Transportation Plan and should be applied to the transportation network with broad strokes

- Removed based on input from staff and Council that this is primarily a community planning initiative
- The City of Yellowknife already has an established seasonal sidewalk patio permitting process, including license agreements and application requirements for outdoor patios on public right-of-way
- This existing process provides a framework for reviewing, approving, and managing patios and temporary encroachments, reducing the need for a Transportation Plan action

Strategy: Create Streets for People

ORIGINAL ACTION

Action: Conduct a pilot project to convert underutilized streets, on-street parking areas, and laneways into pedestrian plazas and pedestrian-only spaces

To support the Community Plan's policies on pedestrianization, the City should explore the feasibility of conducting pilot projects to convert underutilized streets, on-street parking areas, and laneways into pedestrian plazas and pedestrian-only spaces. Underutilized streets refer to streets where the overall street function, motor vehicle volumes, and parking demand are low relative to their potential to support pedestrian activity, placemaking, or broader community use.

These pilots would test opportunities to reallocate street space to support walking and placemaking. As a part of the development of the pilot, the City should engage nearby residents, businesses, and other interest holders throughout the planning and implementation process. Lessons learned from the pilot should inform future decisions on permanent pedestrian plazas and pedestrian-only laneways.

RATIONALE FOR REMOVING

- Removed based on input from staff and Council that this is primarily a community planning initiative
- Aspects of this action have been incorporated in Action 4.2A "Use temporary street changes during events to pilot future permanent improvements"

Action: Refine the City's process for temporary street closure permits for different events

Communities across Canada have established clear and streamlined processes to support temporary street closures for special events such as neighbourhood block parties, community gathering events, and parades. In Yellowknife, temporary street closures are currently managed through the City's Orderly Use of Highways Permit process

Building on this existing process, the City should refine this process by developing a comprehensive policy and permitting framework to better accommodate different types and scales of events. The policy and permitting framework should provide greater clarity and consistency for event organizers and City staff and include elements such as eligibility criteria and event classification; application requirements and timelines; safety, accessibility, traffic management, and emergency access requirements; community notification expectations; insurance and risk management requirements.

- Removed based on input from staff and Council that this initiative is already addressed through existing City processes: the City of Yellowknife manages temporary street closures through the Orderly Use of Highways Permit process, which provides an established framework for approvals
- Refinements to the permitting process are better addressed through operational updates within existing programs, rather than as a standalone Transportation Plan action

Strategy: Develop Complete Streets

ORIGINAL ACTION

Action: Develop Complete Streets Policy and Guidelines, including best practices in active transportation facility design

Adopting a policy and design guidelines for complete streets is a critical step for the City in creating a more equitable, comfortable, safe, and accessible streets that meet the needs of all road users, regardless of age, ability, or mode of transportation. In this context, equity means recognizing that different people have different needs and levels of comfort when using the street network, and ensuring street design responds to these differences so that everyone can travel safely and independently. This includes consideration for children, older adults, people with disabilities, people using mobility aids, people walking or cycling, transit users, and those who rely most on affordable and accessible transportation options.

The City should develop a Complete Street Policy and Guidelines that reflect best practices in active transportation facility design. The City's Climate Action Plan (2026) supports this with a recommended action to "adopt a Complete Streets policy and guide to prioritize active transportation and public transit in street design for new and refurbished streets when opportunities present." The Climate Action Plan (2026) also includes an action to "Include green street design requirements, such as the use of green boulevards, new street trees, and permeable paving where feasible in the Transportation Plan, the Community Plan update, and Development & Design Standards." As such, the Complete Street Policy and Guidelines should also include green street requirements.

Emergency services should be integrated into the Complete Streets Policy and Guidelines by balancing emergency vehicle access needs with street design that supports pedestrians, cyclists, and transit. Key areas include designing intersections for large vehicles, optimizing lane widths to allow emergency passing, and coordinating, rather than separating, emergency planning with urban design for safer, more efficient access.

A Complete Streets Policy would be the first step to define what Complete Streets means in the Yellowknife context and to affirm the City's commitments to a Complete Street approach. Complete Streets Guidelines would outline further details on how to achieve the Policy, including developing a decision-making approach to prioritize complete streets, to develop guidelines for incorporating multi-modal infrastructure, and identifying which corridors can be transitioned to Complete Streets along with an implementation plan. Complete Streets Policy and Guidelines should be developed with engagement with the public and interest holders, including businesses.

RATIONALE FOR REMOVING

- Complete Streets is identified as a core foundation of the Transportation Plan rather than a standalone strategy
- Content has been more effectively integrated into the Plan's foundational framework, ensuring it applies consistently across all themes and actions
- Content within this action has been integrated into Strategy 1.1: Adopt and Implement a Multi-Modal Street Network Classification and Standards

Strategy: Improve Road Safety

ORIGINAL ACTION

Action: Commit to Vision Zero and adopt a ‘Safe Systems Approach’ to improve road safety

The City should formally commit to Vision Zero and establish a Vision Zero Policy. This Policy would be a starting point for the City to work towards eliminating fatalities and serious injuries from the transportation network. This Policy should also outline the Safe System Approach and how the City intends to follow this approach in its planning and decision-making.

Action: Review collision data and target safety improvements to high collision intersections at five-year intervals

The City should review collision data on an annual basis, including develop an annual list of the top collision locations in the City. The City should review safety data over five-year intervals to determine trends over time at these locations, and should conduct detailed collision analysis to identify safety improvements at these locations.

RATIONALE FOR REMOVING

- Removed based on input from staff and Council that Vision Zero and Safe System principles are already embedded within the goals and foundations of the Transportation Plan
 - “Safe Mobility” will be a “foundation” in the Transportation Plan. “Foundations” are cross-cutting principles that support every theme identified in the Transportation Plan and should be applied to the transportation network with broad strokes
 - Avoids duplication of content by removing a standalone action while maintaining the intent throughout the Plan
-
- Removed based on input from staff that, given Yellowknife's size, collision locations and safety concerns are already well understood through operational knowledge
 - Limited availability and consistency of collision data reduces the value of formal, data-driven hotspot analysis at this time
 - Existing staff processes and experience allow the City to identify and respond to safety issues proactively without a formalized review cycle

Strategy: Improve Road Safety

ORIGINAL ACTION

Action: Conduct Road Safety Audits and In-Service Road Safety Reviews

Road Safety Audits (RSA) and In-Service Road Safety Reviews (ISRSR) systematically identify collision risks and mitigation measures. They are a valuable tool and are proven to be effective at reducing collisions. RSAs can be conducted at any stage in a project life cycle, ranging from conceptual design through to detailed design or even during construction or post-construction. ISRSRs are like RSAs but are conducted on existing roadways. Applying Safe System principles to these reviews helps to prevent or reduce serious injury and fatality collisions, by prioritizing the accommodation of human error and by reducing of energy transfer in a collision.

The City does not currently have a formal program in place for RSAs or ISRSRs. The City should Develop a Safe System-based approach to conducting RSAs and ISRSRs, which brings together key elements of the United States Federal Highway Administration (FHWA) and Austroads in Australia Safe System Assessment Framework and the Transportation Association of Canada (TAC) Canadian Road Safety Audit Guide.

The City should conduct RSAs as part of projects with a significant capital budget, where there is a high volume or proportion of vulnerable users, novel concepts, complexity in the design, and/or a constrained road/roadside environment. The City can also conduct ISRSRs at high collision locations. RSAs and ISRSRs are typically completed by external third parties such as consultants to provide an independent and objective review.

RATIONALE FOR REMOVING

- Removed based on input from staff that, given Yellowknife's size and scale of the roadway network, a formalized RSA/ISRSR program is not necessary at this time
- The benefits of formal RSAs and ISRSRs are more applicable to larger or higher-complexity transportation networks
- Supports a more practical and context-sensitive approach to safety reviews, aligned with available resources and project scale

Strategy: Plan for Emergencies and Resilience

ORIGINAL ACTION

Action: Identify Emergency Response Network

There are currently limited access and egress points to the City's developed urban area, with Highway 3 serving as the only route to leave the City by vehicle, which is only accessed by Deh Choh Boulevard, Old Airport Road, and 48 Street. The City should designate an Emergency Response Network including Highway 3, Deh Cho Boulevard, Old Airport Road, 50th Avenue, 48 Street, and Kam Lake Road.

RATIONALE FOR REMOVING

- Removed as the City already has an existing Evacuation Plan that addresses emergency response and routing. Introducing a separate emergency response network would duplicate existing work

Action: Update construction standards to reflect the increased risk of permafrost thaw

Permafrost thawing is a rapidly accelerating process in the Arctic and high-altitude regions, releasing massive amounts of carbon and methane, destabilizing landscapes, and threatening both ecosystems and human infrastructure. Permafrost thaw destabilizes roads, sidewalks, multi-use pathways, and other infrastructure. As such, in areas more susceptible to permafrost thaw, such as lower lying areas in Old Town, the City should continue to use asphalt instead of concrete to better adapt to permafrost thaw. The City should review and update construction standards to reflect the increased risk of permafrost thaw.

- Removed based on Council input that the action is more appropriately aligned with the City's Climate Action Plan

Action: Review and update winter maintenance practices to reflect the increased prevalence of freeze thaw cycles

Freeze-thaw cycles can lead to cracks, potholes, and uneven surfaces, making trails hazardous for pedestrians and cyclists. Increased freeze thaw cycles have accelerated road deterioration of roadways. The City should continue to monitor the impacts of changing climate, particularly in the shoulder seasons at the start and end of winter and adjust its maintenance practices accordingly.

- Removed based on Council input that the action is more appropriately aligned with the City's Climate Action Plan

Strategy: Complete the Sidewalk Network

ORIGINAL ACTION

Action: Design new sidewalks to have a minimum clear width of 2.0 metres and a buffer zone between the sidewalk and motor vehicle lane, where feasible

The comfort and experience of walking is influenced by street design, including sidewalk width and the presence of a buffer between pedestrians and vehicles. The recommended minimum width for sidewalks is 1.8 metres to allow for universal accessibility and enable two people using mobility aids to comfortably pass each other. In commercial areas and other areas of high pedestrian activity, the desired clear width should be even wider.

Walking comfort and safety are further enhanced when a buffer zone is provided between the sidewalk and the roadway. Buffer zones create physical separation from traffic, improve perceived safety, and provide space for trees, lighting, and street furnishings. In winter cities like Yellowknife, buffer zones are particularly important as they provide critical space for snow storage and snow clearance, helping to keep sidewalks passable and accessible throughout the winter months.

The City should update the Development and Design Standards Manual to require a minimum sidewalk clear width of 1.8 metres and incorporate a buffer zone between the sidewalk and motor vehicle lane where feasible. In areas with higher pedestrian activity such as the downtown, commercial corridors, and schools, the City should consider wider clear widths (2.4–3.0 metres) to accommodate higher pedestrian volumes, street activity, and winter maintenance needs

RATIONALE FOR REMOVING

- Removed as the specific recommendation will be captured through the development of the multi-modal design standards (see Action 1.1)
- This will also be in the appended Complete Streets Policy and Guidelines

Strategy: Develop a Cycling Network for People of All Ages and Abilities

ORIGINAL ACTION

Action: Develop design guidelines that reflect best practices in bicycle facility design

The City should develop bicycle facility design guidelines that reflect best practices for cycling facilities to support the creation of a cycling network for people of all ages and abilities. The design guidelines should be tailored to Yellowknife's unique context, including its northern climate, seasonal changes, and winter maintenance requirements. Particular considerations should be given to factors such as snow storage and clearing operations and reduced daylight hours to maintain safety and accessibility for year-round use.

The design guidelines can draw from guidance from the Transportation Association of Canada, Yukon Active Transportation Design Guide for Highways, and BC Active Transportation Design Guide, among others. Once developed, the design guidelines can be integrated into the City's Development and Design Standards Manual, including standard roadway cross sections and capital project requirements. This will ensure best practice bicycle design guidance is consistently applied across capital projects and that cycling infrastructure is planned, delivered, and maintained as a key component of the City's transportation system. As design best practices evolve, the City should periodically review and update the bicycle facility design guidelines.

RATIONALE FOR REMOVING

- Removed as the specific recommendation will be captured through the development of the multi-modal design standards (see Action 1.1)
- This will also be in the appended Bicycle Facility Design Guidance

Strategy: Enhance Trails and Pathways

ORIGINAL ACTION

Action: Ensure that trails and pathways seamlessly connect to the pedestrian and cycling network

To support a cohesive and accessible active transportation system, trails and pathways must be seamlessly connected to the broader pedestrian and cycling network.

The City should ensure that all existing and new trails be well-integrated into the broader pedestrian and cycling network. This includes improving access to trails and pathways to enhance accessibility, safety, and comfort for users of all ages and abilities. Improvements may include providing curb ramps at trail and pathway entrances, installing supportive amenities such as seating, waste and recycling bins, and bicycle parking, and incorporating clear wayfinding and signage (see Action 3.3C).

Connections between trails, pathways, sidewalks, and on-street cycling facilities should be direct, intuitive, and accessible. Transitions between different facility types should be designed to be safe and comfortable, with well-defined access points, crossings, and intersection treatments that clearly guide users and minimize conflicts.

RATIONALE FOR REMOVING

- Guidance for transitions between different facility types (e.g., crossings and intersections treatments) will be provided in the Bicycle Facility Design Guidance appendix item

Strategy: Improve Intersection Safety and Accessibility

ORIGINAL ACTION

Action: Provide Tactile Attention Indicators at curb letdowns downtown, in areas of high pedestrian activity, and areas with a high concentration of vulnerable road users

The City should provide Tactile Attention Indicators (TAIs) at curb letdowns to improve accessibility and safety for people with sight loss. Installation should be prioritized in downtown areas, locations with high pedestrian activity, and areas with a higher concentration of vulnerable road users, including older adults, children, and people with disabilities. The City's Accessibility Advisory Committee and other relevant interest holders should be engaged to help identify priority locations and provide input on implementation.

TAIs should be installed in accordance with current accessibility standards and best practices and coordinated with other intersection and crossing improvements identified through the inventory and evaluation process outlined in Action 3.4A. Where appropriate, durable metal or cast-iron materials should be used, since these materials have stronger resilience in winter cities due to their ability to withstand snow clearing operations and long-term wear while maintaining tactile definition and slip resistance.

As curb letdowns are reconstructed, upgraded, or newly installed, TAIs should be incorporated as a standard design element to ensure consistency across the network. Installed TAIs should be documented in the City's intersection and crossing inventory to support ongoing monitoring, maintenance, and future accessibility improvements.

RATIONALE FOR REMOVING

- Removed based on input from staff and Council that this action is not practical in the Yellowknife context, particularly given operational considerations. Concerns were raised regarding winter maintenance and durability

Strategy: Encourage Micromobility and Other Forms of Active Transportation

ORIGINAL ACTION

Action: Consider the feasibility of a seasonal public bike share program

To align with the Climate Action Plan, the City should partner with local organizations to promote existing bike-share and micromobility initiatives, such as SHIFT NWT, and explore other shared mobility opportunities. The City should also assess the feasibility of implementing a seasonal public bike share program to provide residents and visitors with a convenient cycling option where bicycle ownership or storage may be a barrier. The feasibility review should consider lessons learned from bike share programs in other winter communities, including how programs have adapted to seasonal and climate conditions.

RATIONALE FOR REMOVING

- Removed based on input from Council that a public bike share program is not necessary given Yellowknife's size and scale and existing bike share programs
- Household Travel Survey findings indicate that households on average own 1.2 adult bicycles, reducing the need for a shared bike system

Strategy: Provide Bicycle Parking

ORIGINAL ACTION

Action: Conduct an inventory of City-owned bicycle parking to align with best practices

The City should conduct a comprehensive inventory of all City-owned bicycle parking as part of its asset management program to better understand existing conditions and guide future improvements. This inventory should document the location, type, and condition of bicycle parking facilities and assess their alignment with current best practices for safety, accessibility, and usability. Bicycle parking should be weather protected where feasible and designed and installed in alignment with current best practices for safety, security, and accessibility. This includes appropriate rack type, clear access from all sides, placement in visible and well lit locations, and proximity to building entrances and key activity areas.

The inventory results should be used to identify gaps and opportunities to prioritize upgrades or replacements. As new bicycle parking is installed or existing facilities are upgraded, the inventory should be updated.

RATIONALE FOR REMOVING

- Action is rolled into other actions under Strategy 2.6 Provide Bicycle Parking

Strategy: Enhance the Transit User Experience

ORIGINAL ACTION

Action: Develop a pilot project to explore the feasibility of heated bus stops at select locations

Heated bus shelters provide warmth and comfort for transit riders during cold weather, improving the overall experience and encouraging transit use in winter months. These shelters can reduce exposure to harsh conditions, making waiting for buses safer and more pleasant, especially for older adults, people with disabilities, and people traveling with children. Heated bus shelters are often powered by electricity or solar energy and can be integrated with lighting and real-time information displays. While they involve higher installation and maintenance costs, they can be strategically placed at stops with higher ridership or transfer points. Some communities have experienced challenges with undesirable use of heated shelters.

The City should consider a pilot project to explore the feasibility of bus stops at select locations, focusing on bus stops with high ridership. The pilot should be designed and evaluated with considerations such as:

- Operational feasibility and cost, including energy use, maintenance requirements, and reliability in winter conditions;
- Location and design choices that balance user comfort, visibility, and safety;
- Alignment with other City plans and social strategies, recognizing that heated bus shelters should not create new challenges;
- Clear use expectations and management approaches; and
- Monitoring and evaluation criteria.

Findings from the pilot should inform whether, where, and under what conditions heated bus shelters may be appropriate in the future.

RATIONALE FOR REMOVING

- Removed based on input from Council this action is not practical for implementation at this time
- Peer jurisdictions have identified ongoing challenges with misuse, vandalism, and safety concerns, particularly related to vulnerable populations, with no clear or consistent solutions
- Significant operations and maintenance considerations
- Introduces complexities related to maintenance responsibilities, monitoring, and user management

Strategy: Enhance the Transit User Experience

ORIGINAL ACTION

Action: Provide audible 'next stop' announcements on buses

The City's existing transit vehicles do not provide audible announcements indicating the next stop. Through engagement with the representatives from the Canadian National Institute for the Blind (CNIB) to discuss accessibility of the transportation system, we heard there is a desire to provide audible 'next stop' information. The City should investigate the feasibility of providing these automated audible announcements on existing transit vehicles, and ensure that all new transit vehicles are equipped with the technology to provide 'next stop' announcements.

RATIONALE FOR REMOVING

- The City has already implemented this action

Action: Allow onboard fare payment, including cash and electro payment options

YK Transit offers single rides for \$2 per trip as well as four levels of ride passes (single ride pass, 10 ride passes, monthly passes, and an annual pass. If paying on the bus, payment is only accepted by cash with exact change. Requiring cash fares can be a barrier to accessing transit.

As transit ridership grows and fare technology continues to evolve, the City should periodically revisit the feasibility of electronic-fare payment options as a part of long-term transit planning. Where upgrades are pursued, the City should ensure that new transit vehicles are compatible with future fare technologies and that fare payment options continue to balance accessibility, cost, and operational practicality.

- Removed based on input from City staff and the fare box system provider that this action is not financially feasible at this time
- Current fare system is considered more cost-effective and manageable given the scale of the transit system

Strategy: Improve Transit Accessibility

ORIGINAL ACTION

Action: Review YKFlex services to ensure it meets the needs of seniors and people with disabilities in the community

The City has two YKFlex vehicles. YKFlex service operates from Monday to Saturday between 6:40 am to 7:10 pm. The City should engage with seniors and people with disabilities to ensure that YKFlex continues to meet the needs of its users.

RATIONALE FOR REMOVING

- City Council and staff note that this review has already been completed

Action: Provide accessible design features, such as braille and raised tactile letter signage with route information, at all bus stops

In Metro Vancouver, TransLink has installed braille signage with information in both Unified English Braille and raised tactile letters at every bus stop throughout the region to identify which bus stop people are at and which bus routes are served by the stop. The City should provide enhanced signage with braille and raised tactile letter signage with route information at all bus stops.

- Removed based on input from City staff that this action is not practical in the Yellowknife context, particularly due to operational challenges

Strategy: Manage Curbside Activity and On-street Parking

ORIGINAL ACTION

Action: Implement an Integrated Curbside Management Program that includes exploring dynamic commercial curb uses and tools to prioritize emergency access and local needs

Curbside space is a limited and highly valued asset that serves multiple and sometimes competing needs including parking, loading, accessibility, and emergency access. The City currently does not have a comprehensive and holistic approach to managing curbside uses.

The City should develop an Integrated Curbside Management Program to create a framework to manage how curb space is allocated, regulated, and enforced across the city. This program would explore the use of residential parking permits in areas where on-street parking demand exceeds supply and look into dynamic and flexible curb uses.

RATIONALE FOR REMOVING

- Removed based on input from staff and Council that this direction is already addressed within the Community Plan
- Avoids duplication by deferring policy direction to the Community Plan, which is the primary document guiding this initiative

Action: Review parking pricing and time limits to reduce long term curb occupancy and improve parking turnover in high demand areas

Downtown Yellowknife currently uses a mix of 1 hour, 2 hour, and 9 hour parking metres to manage short-term and long-term parking, with approximately 4,655 parking stalls. There is an opportunity to review whether existing time limits and pricing structures are effectively supporting parking turnover and aligning with current land use, travel patterns, and business needs.

The City should review parking pricing and time limits in high demand areas to better manage curb occupancy and encourage appropriate use of on street parking. This may include assessing the balance between short term and long term parking, adjusting time limits or rates to discourage all day curbside parking, and considering location specific or time of day approaches where demand varies.

- Removed since Council and staff indicated this has already been completed

Strategy: Manage Curbside Activity and On-street Parking

ORIGINAL ACTION

Action: Modernize paid parking technology

Paid parking in the downtown is currently managed through individual parking metres at each parking stall. Parking can be paid either by cash or using a mobile app. From a resource perspective, collecting revenue from individual parking metres can be an onerous task. The City should seek to modernize its on-street parking technology with the use of centralized electronic payment units on each block instead of individual metres. The City should also continue to review its mobile app provider to ensure it provides a high-quality experience that is easy for customers to use.

RATIONALE FOR REMOVING

- Removed as parking considerations will be addressed as a part of the implementation of Complete Streets and other streets improvements.

Action: Eliminate minimum parking requirements City-wide

The City has already eliminated minimum parking requirements for new developments downtown. Eliminating minimum on-street parking requirements does not mean that parking will not be provided; rather, it provides the discretion developers to determine the most appropriate supply of parking to be provided. The City should consider expanding and eliminating minimum parking requirements City-wide.

- Removed based on input from staff and Council that this direction is already addressed within the Community Plan
- Avoids duplication by deferring policy direction to the Community Plan, which is the primary document guiding this initiative

Action: Manage off-street parking supply downtown

In 2021, the City conducted the Yellowknife Parkade Feasibility Study to assess downtown Yellowknife's parking supply. The study found that there were 4,655 parking stalls downtown, including 2,453 stalls in surface parking lots, 465 stalls in lanes, and 550 stalls in the Centre Square Mall Parkade. The Study found that there was a surplus of parking downtown during peak demand periods and that a downtown Parkade may not be necessary to serve future parking demand in downtown Yellowknife.

The City's existing Community Plan includes a policy that no new surface parking lots will be permitted downtown. The City should reaffirm this commitment to not providing any new parking lots, including surface parking lots or parkade structures, downtown. The City should also seek opportunities to repurpose existing surface parking lots downtown to other uses, such as plazas and public spaces, such as the surface parking lot at 50 Street and 50 Avenue.

- City staff and Council indicated that the Parkade feasibility Study is already complete and no further action needed

Strategy: Manage Curbside Activity and On-street Parking

ORIGINAL ACTION

Action: Address parking needs in Old Town

The City's 2021 Emergency Circulation Review and Parking Study identified parking supply and demand patterns, road access and requirements, and recommended solutions for managing parking in Old Town, an area known for its compact development pattern, narrow streets and alleyways, tourist attractions, and recreation and commercial boating operations.

The City should move forward with the recommendation of that study, including:

- Increase and introduce no-parking signage in areas of Old Town in order to maintain effective emergency servicing;
- Capitalize on existing off-street parking areas, such as the Old Town Parking Lot and increase on-street parking through infrastructure improvements; and
- Consider implementing a residential parking pass program in the residential parking areas of Old Town.

RATIONALE FOR REMOVING

- This action is encompassed in Action 1.6A "Review available width of all roadway, including on-street parking, to ensure sufficient width for emergency services"

Action: Reinvest a portion of parking revenues into walking, cycling, transit, and public realm improvements

Currently, a portion of parking revenue is allocated to a downtown development incentive fund, while no parking revenues are reinvested in public safety or transportation improvements. The City should explore creating a dedicated sustainable transportation fund and reinvesting a portion of parking revenues into this fund to support walking, cycling, transit, and public realm improvements to create safe, more accessible and enjoyable streets.

- Removed since this item would be covered under budgeting, not needed in the Transportation Plan

Strategy: Support Electric Vehicle Adoption

ORIGINAL ACTION

Action: Expand public EV charging, focusing on locations that improve access for residents

The City should expand public EV charging at key destinations throughout Yellowknife, including providing EV charging infrastructure in off-street public and private lots while introducing on-street charging facilities at key destinations through all areas of the City, such as the Aquatic Centre, Fieldhouse and Multiplex, major parks such as Rotary Centennial Park, and neighbourhoods such as Old Town, Niven, Range Lake, and Frame Lake South.

The City can also encourage private landowners to install EV infrastructure at key destinations, such as grocery stores, commercial areas, hotels, schools, Yellowknife Airport, Northwest Territories Legislative Assembly, Prince of Wales Northern Heritage Centre, and Stanton Territorial Hospital.

RATIONALE FOR REMOVING

- Removed based on Council input that the action is more appropriately aligned with the City's Climate Action Plan

Action: Require EV charging infrastructure in new multi unit developments and offer grants or cost sharing for retrofits in existing buildings

The City should update its Zoning Bylaw and Development Incentives Bylaw to ensure that new developments build more EV charging infrastructure as part of construction. Potential changes could include:

- Electric vehicle charging infrastructure in non-residential uses, including both energized electrical outlets and charging stations;
- All accessible and shared vehicle parking spaces be provided with an energized outlet capable of Level 2 charging; and
- A proportion of visitor parking spaces in residential uses include an energized outlet capable of Level 2 charging.

This supports the Climate Action Plan action to: "Review the Development Incentives By-law to create a program to encourage EV-ready charging in multi-unit residential buildings or where opportunities exist and connect applicants with practical information on installing chargers."

- Removed based on Council input that the action is more appropriately aligned with the City's Climate Action Plan

Strategy: Support Electric Vehicle Adoption

ORIGINAL ACTION

Action: Transition the City fleet to low and zero emission vehicles as vehicles reach end of life, using fleet electrification to lead by example

Electrifying City vehicles and equipment is a key opportunity to lead in the transition to electric mobility, reduce corporate GHG emissions, and improve local air and noise pollution. As more and larger vehicles electrify, electrical upgrades to facilities may be required, which can present a challenge to cost-effectively transition to EVs.

In addition to its fleet, the City can also show leadership by providing “at work” charging for its employees. The City has installed some EV chargers near City Hall. “At-work” charging is important to encourage drivers to make the switch to EVs – particularly for those with longer commutes or who may not have access to “at-home” charging. Providing City employees “at-work” charging will support overall EV adoption across the community, while showcasing EV friendly strategies to other City employers and businesses.

This supports the Climate Action Plan action to: “Develop a corporate procurement policy, a funding plan, and a staff retraining plan to replace on- and off-road city fleet vehicles with low or zero-emission vehicles at the end of their lifespan” and “assess the availability and feasibility of using biodiesel or alternative fuels where replacement with low or zero-emission vehicles is not possible for City fleet.”

RATIONALE FOR REMOVING

- Removed based on Council input that the action is more appropriately aligned with the City's Climate Action Plan

Action: Develop a Community EV Charging Infrastructure Strategy

This action aligns with the Climate Action Plan action to: “Work with utilities and the GNWT to develop a community EV charging infrastructure strategy including projecting future charging demand, utility requirements to increase EV charging capacity, and determining suitable charging locations.”

- Removed based on Council input that the action is more appropriately aligned with the City's Climate Action Plan

Strategy: Support Festivals and Community Events with Multi-modal Access

ORIGINAL ACTION

Action: Encourage bike valets at major events

Bike valets provide a convenient, secure, and highly visible bicycle parking solution at major events. Similar to a coat-check service, a bike valet allows people to drop off their bicycles at a staffed location and receive a claim ticket. Bicycles are stored in a monitored, enclosed, or fenced area for the duration of the event and are returned to their owners upon presentation of the ticket. In addition to providing secure parking, bike valets can serve as an outreach and educational opportunity. Valet attendants can share information about local cycling routes, active transportation programs, cycling tips, and active and sustainable transportation resources. Overall, bike valets can reduce concerns about bicycle theft, eliminate the need for people to bring their own locks, and provide a reliable place to store bicycles, helmets, and accessories.

The City should support encouraging bicycle valets by working with event organizers and community organizations to encourage their inclusion at major events. This support may include promotional assistance, coordination with City departments, identification of suitable locations, and exploring opportunities for funding, equipment sharing, or coordinating volunteer support where feasible.

RATIONALE FOR REMOVING

- Removed based on Council input on how this action may not be the city role

Action: Encourage event organizers to include “how to get here without a car” information

Event organizers are encouraged to include “how to get here without a car” information in event promotions, websites, social media posts, and registration materials. This information may include walking and cycling routes, bike valet or bicycle parking locations, transit routes and schedules, shuttle services. Including information about how to get to events by other transportation modes can help reduce parking demand, vehicle congestion, and greenhouse gas emissions while also promoting more active and sustainable modes.

The City should encourage the inclusion of “how to get here without a car” information for major events, where appropriate, by working with event organizers and community partners. City support may include providing templates, standardized language, maps, or links to transit and active transportation resources, as well as guidance on best practices for communicating travel options to attendees.

- Removed based on Council input on how this action may not be the City's role

Strategy: Build a Strong Winter Mobility Culture

ORIGINAL ACTION

Action: Partner with community organizations and seasonal winter mobility events for community members and residents (e.g., Winter Walk Day, Winter Bike to Work Week, evening winter walking events tied to winter festivals or aurora viewings)

The City should partner with community organizations, and employers to host seasonal winter mobility events that encourage residents to walk, cycle, and move around the community during the winter months. These events will help normalize winter active transportation and celebrate how Yellowknifers travel and stay active in winter.

The City should leverage community partners' local knowledge, experience, and capacity to deliver engaging, inclusive, and culturally relevant programming. Potential events may include initiatives such as Winter Walk Day, Winter Bike to Work Week, guided evening winter walks, and mobility focused events connected to existing winter festivals, such as SnowKings, or to aurora viewing opportunities. The City's role may include coordination, promotion, logistical support, and providing access to City facilities and public spaces to support event delivery.

RATIONALE FOR REMOVING

- Removed based on Council input on how this action may not be the City's role

Action: Partner with community organizations to deliver winter mobility workshops focused on practical transportation skills

The City should partner with community organizations to deliver winter mobility workshops focused on practical transportation skills to build confidence and knowledge for Yellowknife to move safely and comfortably around Yellowknife in the winter months. Potential workshop topics may include winter cycling gear techniques, winter walking gear and tips, safe transit use in winter conditions, basic winter vehicle maintenance. Programming may be tailored to different audiences such as youth, seniors, or new Yellowknife residents.

The City's role may include coordination, promotion, logistical support, and providing access to City facilities and community spaces, while community partners contribute local expertise and delivery capacity. Where appropriate, workshops may be offered in conjunction with seasonal events or existing community programming to increase accessibility and participation.

- Removed based on Council input on how this action may not be the City's role

Strategy: Build a Strong Winter Mobility Culture

ORIGINAL ACTION

Action: Partner with community organizations to pilot winter mobility support programs

The City will partner with community organizations to pilot winter mobility support programs to reduce barriers to getting around during winter months. These programs will focus on providing residents with access to resources, tools, and equipment to improve safety and confidence when getting around in winter conditions. Potential initiatives may include programs such as reflective gear distribution, studded tire lending, and a winter transportation library that offers shared access to equipment such as winter cycling equipment, lights, and other mobility-related gear.

The City's role may include coordination, promotion, limited funding or in kind support, and providing access to City facilities or spaces for program delivery, while community partners contribute local expertise and operational capacity. Lessons learned from a pilot program can inform future expansion or integration with City community services and programming.

RATIONALE FOR REMOVING

- Removed based on Council input on how this action may not be the City's role

Action: Partner with community organizations to support a winter mobility communications campaign to highlight how Yellowknifers get around the community in the winter and promote transportation options

The City should partner with community groups to support a winter mobility communications campaign to showcase how Yellowknife residents get around the community during the winter months. This campaign may showcase real-life stories, local knowledge and tips, and examples of how Yellowknifers travel by various transportation modes. Messaging could focus on sharing tips and resources and showing how winter is a normal and celebrated part of everyday transportation in Yellowknife.

The City's role may include coordination and amplification of messaging through the City's communication channel. Community partners can contribute their local perspectives, lived experiences, and culturally relevant storytelling to ensure the campaign reflects the diverse experiences of how people get around the city in the winter.

- Removed based on Council input on how this action may not be the City's role
- Aspects of this can be rolled into the Implementation Plan

Strategy: Build a Foundation for Transportation in Early Years

ORIGINAL ACTION

Action: Integrate transportation education and courses into City recreation programs, libraries, and community centres

Through working with community partners, the City should seek opportunities to integrate transportation education and skill-building opportunities into City recreation programs, libraries, and community centres to support safe, confident, and independent mobility from an early age and throughout life. Transportation education may include hands on courses and workshops such as basic bicycle maintenance, urban cycling and riding on streets courses, active transportation safety, and navigation and wayfinding skills. Programming may also address broader topics such as understanding traffic rules, sharing streets and trails respectfully, and adapting transportation skills to winter conditions. Programs will be designed to serve a range of ages and abilities, including children and youth, families, seniors, newcomers, and people who are new to cycling or returning to active transportation.

RATIONALE FOR REMOVING

- Removed based on Council input on how this action may not be the City's role and concerns about impact on staff capacity and resources

Strategy: Celebrate Yellowknife's Identity Through Transportation

ORIGINAL ACTION

Action: Incorporate murals, public art, Indigenous culture and storytelling, and local design elements into transportation design and the public realm

Yellowknife has a strong and visible tradition of murals and public art displayed on buildings, utility boxes, and throughout the public realm.

The City should seek opportunities to incorporate murals, public art, Indigenous culture and storytelling, and locally inspired design elements into transportation infrastructure and the public realm, including streets, trails, transit facilities, underpasses. Integrating these elements into transportation projects can enhance safety and comfort, improve wayfinding, and reflect Yellowknife's unique identity. The City should work collaboratively with Indigenous governments and organizations, local artists, cultural groups, and community members to ensure designs are culturally appropriate, locally meaningful, and reflective of diverse perspectives and lived experiences.

RATIONALE FOR REMOVING

- Removed due to overlap with the City's Arts and Culture Master Plan (2022), where this type of initiative is more appropriately addressed
- Removed based on Council input that this action is better aligned with arts, culture, and placemaking objectives rather than Transportation Plan

Strategy: Build a Culture of Transportation Safety, Respect, and Shared Responsibility

ORIGINAL ACTION

RATIONALE FOR REMOVING

Action: Establish a Transportation Advisory Committee

The City should establish a Transportation Advisory Committee to provide community perspectives and advice on transportation planning, policy, and implementation. The Committee can support the delivery of the Transportation Plan and help strengthen collaboration between community members, City staff, and Council.

The Committee can be composed of representatives reflecting a broad range of transportation users and lived experiences, including people who walk, cycle, roll, use transit, drive, and rely on winter mobility options. It is important to include groups who have historically faced transportation barriers, such as youth, seniors, people with disabilities, and Indigenous peoples. The City can develop a Terms of Reference for the Transportation Advisory Committee to define its mandate, scope, roles, and operating procedures.

- Removed as this will be more appropriately captured within the Implementation Plan section of the Transportation Plan

Action: Expand the Bike Rodeo into an All-Ages Cycling Safety and Education Event

The City currently hosts an annual Bike Rodeo focused on building cycling skills and safety awareness for school-aged children. This event plays an important role in early education and helps young riders develop confidence and safe riding habits.

The City should continue to host the annual Bike Rodeo and explore opportunities to expand the scope of the event to include programming for people of all ages. An expanded event could support lifelong cycling education, promote safe and respectful road use, and respond to emerging transportation trends.

Additional programming may include:

- A pop-up traffic garden where participants can practice cycling skills and learn traffic rules in a car-free environment;
- Bicycle registration opportunities such as Project 529;
- Bicycle theft prevention education;
- Basic bicycle maintenance workshops and safety checks;
- Cycling skill refreshers for new and curious cyclists of all ages; and
- Micromobility (e-bike and e-scooter) riding etiquette.

The City may also explore expanding the frequency of the Bike Rodeo to potentially offer a winter seasonal event to promote winter mobility education and resources.

- Removed based on Council input on how this action may not be the City's role

Strategy: Build a Culture of Transportation Safety, Respect, and Shared Responsibility

ORIGINAL ACTION

Action: Support community-led transportation initiatives through small grants, in kind support, or staff collaboration

Community driven initiatives can play an important role in responding to local needs, testing new ideas, and building community support for safer, more inclusive transportation.

The City should support community led transportation initiatives that advance the Transportation Plan by providing small grants, in kind support, and staff collaboration where appropriate. When grant funding opportunities arise, the City may collaborate with community organizations through assisting with grant applications, letters of support, or accessing City facilities.

The City can also explore the feasibility of establishing or leveraging community transportation partnership programs to provide financial or logistical support for organizations to pilot new projects or expand existing programs, events, and campaigns that align with Transportation Plan objectives. Supporting community-led initiatives in this way can strengthen partnerships, foster innovation, and build a shared sense of ownership over the implementation of the Transportation Plan.

RATIONALE FOR REMOVING

- Removed based on input from staff and Council regarding limited funding availability and competing priorities
- Existing grant programs are already available for community members and organizations to support similar initiatives

Strategy: Make Transportation Visible and Celebrated

ORIGINAL ACTION

Action: Celebrate transportation successes through social media, events, and activations to get people excited about the implementation of the Transportation Plan

Raising awareness of transportation improvements is an important part of building a strong and lasting transportation culture. As the Transportation Plan is implemented, the City should celebrate transportation successes through social media, community events, and public activations to highlight progress, recognize community contributions, and build excitement around transportation implementation. Making transportation improvements visible and relatable will help residents understand how projects benefit everyday travel and encourage broader community support.

When constructing transportation infrastructure, a portion of the capital costs can be allocated to education and awareness. Funding for education and awareness initiatives can come from a wide variety of sources including grants, community partners, the business community, and other partners.

The City can also continue to use and refine the “Let’s Move YK” transportation branding to continue to promote educational material and spread awareness about transportation initiatives. Information about transportation can be added to a webpage on the City’s website as a central resource to continue to build support and share transportation resources.

RATIONALE FOR REMOVING

- Removed as this action will be more appropriately captured within the Implementation Plan section of the Transportation Plan

Action: Monitor the implementation of the Transportation Plan and report back on the successes

Monitoring the implementation of the Transportation Plan can track progress towards achieving the vision and goals of the Plan and is implementing strategies, actions, and infrastructure in the Plan and promote success to demonstrate the value for future investments. To support this, the City will develop a transportation monitoring program that tracks the implementation of strategies, actions, and infrastructure identified in the Transportation Plan. As part of this program, the City may prepare an annual Transportation Plan report card to report on progress, highlight key accomplishments, and identify areas for refinement or future focus.

- Removed as this action will be more appropriately captured within the Implementation Plan section of the Transportation Plan

APPENDIX B:

Glossary



The following terms have been defined below as they are referenced in the report and may not be readily understood by all readers.

Accessible	Transportation facilities, infrastructure, and services designed or programmed to enable all people safe and comfortable access and use, regardless of age, physical or cognitive abilities, or socio-economic background.	Mode Share	The percentage of all trips made by a particular mode.
Active Transportation	Any form of human-powered transportation, including walking, cycling or rolling, including small-wheeled transport such as strollers, roller skates, skateboards, and push scooters. It may also include winter-based active modes (e.g., cross-country skiing and snowshoeing), water-based active modes (e.g., canoe, kayak, and stand-up paddle boarding), and horseback riding.	Multi-modal	Two or more modes of transportation. This typically includes the pattern of several modes during a single trip, such as walking to transit; characteristics of a street that accommodates more than one mode; and/or a transport hub that enables people to connect and transfer between different modes of transportation.
All Ages and Abilities (AAA)	Active transportation infrastructure that is comfortable, convenient, safe, and attractive for everyone regardless of age or ability.	Right-of-way	A right-of-way is a type of easement granted or reserved over the land for transportation purposes, such as a highway, street, footpath, or bicycle path.
Complete Streets	A planning and design approach that creates streets that are safe, comfortable, and accessible for all users, regardless of age, ability, or mode of travel. Complete Streets balance the needs of people walking, cycling, rolling, using transit, driving, and moving goods, while also serving as public spaces that support community activity, local businesses, and placemaking.	Rectangular Rapid Flashing Beacon (RRFB)	A pedestrian-activated safety device installed at crosswalks to alert drivers, using bright irregular amber LED flashing patterns. RRFBs enhance visibility of people crossing, increasing driver yielding rates at marked crossings.
Micromobility	Micromobility is an umbrella term encompassing a variety of small, lightweight, and low-speed devices that facilitate human transportation. This includes devices such as bicycles, e-bikes, cargo bikes, e-scooters, skateboards, and more.	Sustainable Transportation	Modes of transportation and/or systems that have a low impact on climate and the environment.
Mode	A specific form of transportation, such as walking, rolling, cycling, taking transit, or driving.	Traffic Calming	The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users.
		Walking and Rolling	The mode of transportation of a pedestrian. It includes people travelling by foot and people using mobility devices, such as wheelchairs or walkers and people with strollers.
		Wayfinding	A system that assists travellers in orienting, navigating, and moving through an environment using architectural and urban design features, visual cues, and signage.